

AGENDA
BOARD OF DIRECTORS
WEDNESDAY, APRIL 19, 2017
6:30-9:30 p.m.
1290 Broadway
First Floor Independence Pass Conference Room

1. 6:30 Call to Order
2. Pledge of Allegiance
3. Roll Call and Introduction of New Members and Alternates
4. *Move to Approve Agenda
5. 6:35 Report of the Chair
 - Report on Regional Transportation Committee Meeting
 - Report on Performance and Engagement Committee
 - Report on Finance and Budget Committee
6. 6:45 Report of the Executive Director
7. 6:55 Public Comment

Up to 45 minutes is allocated at this time for public comment and each speaker will be limited to 3 minutes. If there are additional requests from the public to address the Board, time will be allocated at the end of the meeting to complete public comment. The chair requests that there be no public comment on issues for which a prior public hearing has been held before this Board. Consent and action items will begin immediately after the last speaker.

STRATEGIC INFORMATIONAL BRIEFING

8. 7:15 Presentation on ULI Colorado Technical Assistance Panel
(Attachment A) Brad Calvert, Director, Regional Planning and Development

***Motion requested**

**TIMES LISTED WITH EACH AGENDA ITEM ARE APPROXIMATE
IT IS REQUESTED THAT ALL CELL PHONES BE SILENCED
DURING THE BOARD OF DIRECTORS MEETING. THANK YOU**

Persons in need of auxiliary aids or services, such as interpretation services or assisted listening devices, are asked to contact DRCOG at least 48 hours in advance of the meeting by calling (303) 480-6701.



CONSENT AGENDA

9. 7:30 *Move to Approve Consent Agenda
• Minutes of March 15, 2017
(Attachment B)

ACTION AGENDA

10. 7:35 *Discussion of amendment of the 2016-2021 Transportation Improvement Program
(Attachment C) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
11. 7:40 *Discussion of adoption of the 2040 Metro Vision Regional Transportation Plan, and associated air quality conformity documents
(Attachment D) Jacob Riger, Long Range Transportation Planning Manager, and Todd Cottrell, Senior Transportation Planner; Transportation Planning & Operations
12. 7:55 *Discussion of adoption of the 2018-2021 Transportation Improvement Program (TIP) and associated air quality conformity documents
(Attachment E) Todd Cottrell, Senior Transportation Planner, Transportation Planning & Operations
13. 8:10 *Discussion of appointing two members and a minimum of four alternates to the Regional Transportation Committee
(Attachment F) Douglas W. Rex, Acting Executive Director
14. 8:25 *Discussion of Colorado Association of Regional Organizations (CARO)
(Attachment G) Florine Raitano, Director of Partnership Development & Innovation
15. 8:40 *Discussion of State Legislative issues
A. Bills on Which Positions Have Previously Been Taken
(Attachment H) Presentation by Rich Mauro, Senior Policy and Legislative Analyst
Rich Mauro will respond to questions and status, if requested. These bills require no additional action by the Board unless individual bills are pulled from the package for reconsideration of the Board-adopted position. **To change the Board's position on specific legislative bills requires affirmative action by 2/3 of those present and voting.**

B. New Bills for Consideration and Action
(Attachment I) Presentation by Rich Mauro, Senior Policy and Legislative Analyst (if necessary)
Rich Mauro will present a recommended position on any new bills based on the Board's legislative policies. If a bill requires additional discussion it may be pulled from the package and action will be taken separately. **Positions on specific legislative bills require affirmative action by 2/3 of those present and voting.**

***Motion requested**

INFORMATIONAL BRIEFINGS

16. 8:55 Presentation on Way to Go
(Attachment J) Steve Erickson, Director, Communications & Marketing
17. 9:10 Presentation on Metro Vision Scorecard
(Attachment K) Jerry Stigall, Director, Organizational Development
18. 9:25 Committee Reports
The Chair requests these reports be brief, reflect decisions made and information germane to the business of DRCOG
 - A. Report on State Transportation Advisory Committee – Elise Jones
 - B. Report from Metro Mayors Caucus – Herb Atchison
 - C. Report from Metro Area County Commissioners– Roger Partridge
 - D. Report from Advisory Committee on Aging– Phil Cernanec
 - E. Report from Regional Air Quality Council – Shakti
 - F. Report on E-470 Authority – Ron Rakowsky
 - G. Report on FasTracks – Bill Van Meter

INFORMATIONAL ITEMS

19. Relevant clippings and other communications of interest
(Attachment L)
Included in this section of the agenda packet are news clippings which specifically mention DRCOG. Also included are selected communications that have been received about DRCOG staff members.

ADMINISTRATIVE ITEMS

20. Next Meeting – May 17, 2017
21. Other Matters by Members
22. 9:30 Adjourn

SPECIAL DATES TO NOTE	
Area Agency on Aging Short Course	April 21, 2017
Regional Planning & Development Short Course	May 3, 2017
Robert's Rules Short Course	May 17, 2017
Transportation Planning Short Course	June 7, 2017
DRCOG Awards Event	April 26, 2017
DRCOG Board Workshop	August 25/26, 2017
For additional information please contact Connie Garcia at 303-480-6701 or cgarcia@drcog.org	

CALENDAR OF FUTURE MEETINGS

April 2017

18	Regional Transportation Committee	8:30 a.m.
19	Finance and Budget Committee	5:30 p.m.
19	Board of Directors	6:30 p.m.
21	Advisory Committee on Aging	Noon – 3 p.m.
24	Transportation Advisory Committee	1:30 p.m.

May 2017

3	Board Work Session	4:00 p.m.
3	Performance and Engagement Committee	5:30 p.m.*
16	Regional Transportation Committee	8:30 a.m.
17	Finance and Budget Committee	5:30 p.m.
17	Board of Directors	6:30 p.m.
19	Advisory Committee on Aging	Noon – 3 p.m.
22	Transportation Advisory Committee	1:30 p.m.

June 2017

7	Board Work Session	4:00 p.m.
7	Performance and Engagement Committee	5:30 p.m.*
13	Regional Transportation Committee	8:30 a.m.**
14	Finance and Budget Committee	5:30 p.m.**
14	Board of Directors	6:30 p.m.**
16	Advisory Committee on Aging	Noon – 3 p.m.
26	Transportation Advisory Committee	1:30 p.m.

* The Performance and Engagement Committee meeting will begin immediately following the Board work session; the time listed is approximate.

**Due to a conflict with the CML Conference, the June Finance and Budget Committee and Board of Directors meetings will be held on June 14, if meetings are necessary. The Regional Transportation Committee meeting will be held on June 13.

ATTACH A

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Director, Transportation Planning & Operations
303-480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 19, 2017	Informational Briefing	8

SUBJECT

Representatives from the Urban Land Institute (ULI) Colorado will share findings from Technical Assistance Panels (TAP) supported by DRCOG in 2016.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Background:

The Urban Land Institute (ULI) is a nonprofit 501-C-3 global research and education organization supported by its 38,000 members. Its mission is to provide leadership in the responsible use of land and in creating and sustaining thriving communities worldwide. ULI District Councils, including ULI Colorado, support best practices through education programs, mentoring, networking events and advisory services. With over 1,400 members ULI Colorado is one of ULI's largest district councils.

In 2016 ULI Colorado utilized a matching grant from DRCOG to bring the expertise of ULI members directly to two communities in the Denver metro area – Englewood and Superior. DRCOG's contribution reduced the cost of the Technical Advisory Panels (TAPs) by \$5,000.

Representatives from ULI Colorado will share high-level findings and recommendations from each of the TAPs.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

Link 1: [ULI Colorado TAPs](#) Information

Link 2: [Superior TAP Report](#), October 20–21, 2016

Link 3: [Englewood TAP Report](#), October 4-5, 2016

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Transportation Planning and Operations Director, at 303-480-6747 or drex@drcog.org; or Brad Calvert, Regional Planning and Development Director at 303-480-6839 or bcalvert@drcog.org.

ATTACH B

MINUTES
BOARD OF DIRECTORS
WEDNESDAY, MARCH 15, 2017

Members/Alternates Present

Bob Roth, Chair	City of Aurora
Steve O'Dorisio (Alternate)	Adams County
Jeff Baker	Arapahoe County
Elise Jones	Boulder County
David Beacom	City and County of Broomfield
Robin Kniech	City and County of Denver
Anthony Graves (Alternate)	City and County of Denver
Roger Partridge	Douglas County
Libby Szabo	Jefferson County
Bob Fifer	City of Arvada
Larry Vittum	Town of Bennett
Aaron Brockett	City of Boulder
Anne Justen	Town of Bow Mar
Lynn Baca	City of Brighton
Jason Bower (Alternate)	Town of Castle Rock
Doris Truhlar	City of Centennial
Laura Christman	City of Cherry Hills Village
Rick Teter	City of Commerce City
Debbie Nasta	City of Dacono
Steve Conklin	City of Edgewater
Geoff Deakin	Town of Erie
Daniel Dick	City of Federal Heights
Lynette Kelsey	Town of Georgetown
Casey Brown (Alternate)	City of Golden
Ron Rakowsky	City of Greenwood Village
Dana Gutwein (Alternate)	City of Lakewood
Wynne Shaw	City of Lone Tree
Ashley Stolzmann	City of Louisville
Dan Greenberg (Alternate)	Town of Lyons
Colleen Whitlow	Town of Mead
Kyle Mullica	City of Northglenn
John Diak	Town of Parker
Sally Daigle	City of Sheridan
Rita Dozal	Town of Superior
Heidi Williams	City of Thornton
Herb Atchison	City of Westminster
Joyce Jay	City of Wheat Ridge
Adam Zarrin	Governor's Office
Bill Van Meter	Regional Transportation District

Others Present: Douglas W Rex, Director, Transportation Planning & Operations, Connie Garcia, Executive Assistant/Board Coordinator, DRCOG; Jeanne Shreve, Adams County;

Mac Callison, Aurora; Julie Kirkpatrick, Castle Rock; Kathryn Wittman, Dacono; Carolyn Scharf, Federal Heights; Kent Moorman, Kevin Forgett, Thornton; Danny Herrmann, CDOT; Aaron Bustow, Bill Haas, Brian Miller, FHWA; Larry Squires, FTA; Ed Bowditch, Jenn Cassell, Bowditch and Cassel Public Affairs; Kenneth Boden, Northeast Transport Connection; R. Paul Williamson, Sustainable Systems of Colorado; Dave Ruchman, Jeffco LCC; Drew Sweeney, James O'Toole, Gail O'Toole, Eleanor Graham, citizens; and DRCOG staff.

Chair Bob Roth called the meeting to order at 6:30 p.m. Roll was called and a quorum was present.

New members and alternates were recognized: Dan Greenberg, alternate for Lyons; Tera Radloff, Geoff Blue, member and alternate for new DRCOG member Castle Pines; Isaac Levy, new alternate for Larkspur; Wynne Shaw, new member for Lone Tree; Kathryn Wittman, alternate for Dacono, and Jason Bower, alternate for Castle Rock.

Move to Approve Agenda

Director Truhlar **moved** to approve the agenda. The motion was **seconded** and **passed** unanimously.

Public Hearing

Jacob Riger and Todd Cottrell, DRCOG staff, provided an overview of the draft 2040 Metro Vision Regional Transportation Plan, draft 2018-2021 Transportation Improvement Program, and associated air quality conformity determinations. Action on the draft documents is scheduled for the April 19, 2017 Board meeting. One written comment was made available to the members in attendance.

- Gail O'Toole, Greenwood Village, provided comment in favor of including Belleview Corridor improvements to Metro Vision and the Regional Transportation Plan.
- David Ruchman, Jeffco Local Coordinating Council, provided testimony in favor of adding additional language about aging mobility services.
- David Sweeney, Greenwood Village, provided comment in favor of including Belleview Corridor improvements to Metro Vision and the Regional Transportation Plan.

Report of the Chair

- Chair Roth reported the Regional Transportation Committee meeting was cancelled.
- Report on Performance and Engagement Committee – Director Fifer reported the Performance and Engagement Committee elected Director Beacom as vice chair, and formed a subcommittee to oversee the executive director recruitment process. The committee discussed retaining a search firm for the recruitment, and drafted a Request for Qualifications. The next meeting is scheduled for April 5 at 4 p.m.

- Report on Finance and Budget Committee – Director Diak reported the Finance and Budget Committee elected Director Stolzmann as vice chair, and the group discussed office space lease negotiations.
- Directors Jones and Partridge expressed interest in continuing as the DRCOG representatives on the State Transportation Advisory Committee.

Director Fifer **moved** to appoint Directors Jones and Partridge to represent DRCOG on the State Transportation Advisory Committee. The motion was **seconded** and **passed** unanimously.

- Directors Rakowsky and Roth expressed interest in continuing as the DRCOG representatives on the E-470 Public Highway Authority.

Director Truhlar **moved** to appoint Directors Rakowsky and Roth to represent DRCOG on the E-470 Public Highway Authority. The motion was **seconded** and **passed** unanimously.

Report of the Executive Director

- Doug Rex reported the first ever Insurance Services Office Class 1 Community ranking in the state of Colorado was awarded to the City of Federal Heights.
- Mr. Rex noted handouts at the tables related to upcoming DRCOG events: the annual awards celebration (registration is now open), Bike to Work Day, and the Small Communities/Hot Topics forum. Chair Roth encouraged alternates to attend the awards celebration.
- Mr. Rex reported that 14 Directors/alternates attended the recent Board Orientation. Short courses on various topics are scheduled to occur later this year.
- Mr. Rex reminded the Directors that seats for the GrantFinder program are available at no cost to member jurisdictions.
- DRCOG hosted FHWA's Active Transportation Demand Management Workshop earlier this month.
- Mr. Rex met with FHWA staff and Colorado State Patrol Deputy Chief Savage about the possibility of facilitating a regional discussion on incident management.
- Mr. Rex reported he was invited to serve on RTD's Pass Program Working Group.
- Mr. Rex introduced Cindy Terwilliger, the new Administrator for FHWA Region 8.

Public comment

R. Paul Williamson, Sustainable Options for Colorado Transportation, provided comment on investing in SkyTran, a point-to-point on demand transportation system.

Move to approve consent agenda

Director Truhlar **moved** to approve the consent agenda. The motion was **seconded** and **passed** unanimously.

Items on the consent agenda included:

- Minutes of February 15, 2017 meeting

Discussion of confirming continuation of Douglas W. Rex as acting executive director

Director Atchison **moved** to approve Douglas W. Rex to continue to serve as acting executive director and to fulfill the duties of that position until such time as the vacancy is filled, and to increase his salary to the current level of the executive director salary and provide a car allowance equal to the executive director's during this period while serving as acting executive director, with such pay to be retroactive to January 1, 2017, stipulating that salary and benefits would return to current levels once the vacancy is filled. The motion was **seconded**. There was discussion. Several Directors expressed support for the motion. After discussion, the motion **passed** unanimously.

Discussion of solicitation of interest to serve on Performance and Engagement, Finance and Budget, and Regional Transportation committees

Chair Roth noted the period for expressing interest to serve on Performance and Engagement, Finance and Budget, and Regional Transportation committees is now open. Directors were asked to express interest in serving by contacting Connie Garcia no later than March 29, 2017.

Discussion of State Legislative Issues

Rich Mauro, Senior Policy and Legislative Analyst, asked the DRCOG lobbyists to provide an update on the State budget. Mr. Bowditch reported there is a budget gap. The budget committee will meet to make a recommendation on options to address the funding gap.

Mr. Mauro provided an update on bills previously acted on by the Board. No additional action was requested on the previous bills. Director Atchison noted that legislation related to construction litigation (SB 157) has been killed, and the same is likely for SB-156.

New bills introduced since the February meeting were discussed.

New bills included in the agenda packet:

HB 1191 – Demographic notes for certain Legislative bills – staff recommends a position of support.

Director Atchison **moved** a position of support for HB 1191. The motion was **seconded** and **passed** unanimously.

SB 205 – Multimodal Transportation Infrastructure Funding – staff requests Board direction on this bill.

Director Atchison **moved** a position of monitor for SB 205. The motion was **seconded** and **passed** unanimously.

SB 213 – Automated Driving Motor Vehicles – staff requests Board direction on this bill.

Director Brockett noted while Boulder is interested in seeing legislation that enables autonomous motor vehicles, they are opposed to statewide actions that would supersede local control for regulation of these vehicles. Some members were in favor of opposing the bill unless it's amended.

Director Truhlar **moved** a position of monitor for SB 213. The motion was **seconded**. There was discussion. Members felt that DRCOG should be actively at the table for the discussion, rather than passively monitoring the bill.

Director Atchison **moved** to end debate. The motion to end debate was **seconded** and **passed** unanimously.

The motion to monitor SB 213 **failed** with two votes in favor.

Director Atchison **moved** to oppose SB 213 without amendment. The motion was **seconded** and **passed** unanimously.

HB 1159 – Remedies for forcible entry and detainer – staff recommends a position of oppose.

Director Williams **moved** to oppose HB 1159. The motion was **seconded** and **passed** unanimously.

SB 157 – as noted previously, this bill was postponed indefinitely.

HB 1187 – Change excess State revenues cap growth factor – staff requests Board direction on this bill.

Director Jones **moved** a position of monitor on HB 1187. The motion was **seconded** and **passed** unanimously.

New bills introduced after Board agenda posting:

HB 1253 – Protect seniors from financial abuse – staff recommends a position of support.

Director Atchison **moved** a position of support for HB 1253. The motion was **seconded** and **passed** unanimously.

HB 1264 (previously listed with no bill no.) – Local PACE Ombudsman – staff recommends a position of support for this bill. This is a bill DRCOG staff has been involved in drafting.

Director Jones **moved** a position of support for HB 1264. The motion was **seconded** and **passed** unanimously.

HB 1284 – Records check for employees serving at-risk adults – staff recommends a position of support for this bill.

Director Atchison **moved** a position of support for HB 1284. The motion was **seconded** and **passed** unanimously

HB 1151 – Electrical assisted bicycles regulation operation – staff requests Board direction on this bill. Director Gutwein spoke in support of this bill. Director Christman asked for clarification on whether an electrical assisted bicycle listed as class 3 can be prohibited from trails.

Director Williams **moved** a position of support for HB 1151. The motion was **seconded**. There was discussion. After discussion, the motion was **withdrawn**.

Director Brockett **moved** a position of monitor for HB 1151. The motion was **seconded** and **passed** with 1 opposed.

HB 1242 – New transportation infrastructure funding revenue – staff requests Board direction on this bill. Ed Bowditch briefly outlined the bill for Directors. Members discussed their support or opposition to the bill. Some noted they would abstain from voting.

Director Truhlar **moved** a position of support for HB 1242. The motion was **seconded** and **passed** with 2 opposed.

Director Truhlar **moved** for Director Atchison to testify in support of HB 1242 at the Legislature. The motion was **seconded** and **passed** unanimously.

2016 Federal Planning Certification Review of the Denver-Aurora Transportation Management Area (TMA)

Larry Squires, FTA Region 8, provided an overview of the Federal Planning Certification Review of the Denver-Aurora TMA. The quadrennial certification review is a federal requirement to determine that the MPO is compliant with the planning process. No corrective actions were identified through the review. Several recommendations were noted in the report. Mr. Rex noted DRCOG staff is in the process of implementing the recommendations.

2018-2021 Transportation Improvement Program schedule

Doug Rex directed member's attention to the agenda item attachment, which provides a draft schedule for development of the 2020-2023 TIP Policy document.

Committee Reports

State Transportation Advisory Committee – Director Jones reported the STAC had a lunch meeting with the Transportation Commissioners, and agreed to meet more often. Members received a briefing on the Alternative Fuels program, the Electrical Vehicle program, and discussed the National Highway Freight Program.

Metro Mayors Caucus – Director Atchison reported the Metro Mayors Executive Committee is discussing construction litigation and transportation legislation.

Metro Area County Commissioners – Director Partridge noted the Metro Area County Commissioners received a presentation from the Boulder and Douglas County Sheriffs on mental health initiatives, to include mental health professionals on police and fire calls. Directors Graves and Brockett reported mental health professionals are riding along with police officers in their areas as well. Director O’Dorisio reported Adams County is investing in a mental health wing at the Adams County jail.

Advisory Committee on Aging – Jayla Sanchez-Warren reported the ACA spent time preparing for Senior Day at the Capitol, which was today. She noted the AAA was mentioned several times by legislators. Shannon Gimbel, supervisor of the Long-Term Ombudsman program, reported the ombudsmen investigated over 1200 complaints last year in nursing homes and assisted living facilities, and made over 5,000 visits. Major complaints in these facilities are involuntary discharge, inadequate health care, not enough staff and medication errors. The committee is very excited about the transportation and construction litigation bills in the legislature. There was also discussion of the proposed federal health care bill and the Older Americans Act. Ms. Sanchez-Warren also noted that former Lakewood mayor Bob Murphy will be a guest on the No Copay radio show to discuss the proposed changes in Medicare.

Regional Air Quality Council – The Regional Air Quality Council does not meet until April

E-470 Authority – Director Rakowsky reported E-470 had its strategic plan meeting.

Report on FasTracks – Bill Van Meter reported the Planning Capital Programs and FasTracks committees did not have any action or substantive presentations. He noted the pass program working group mentioned earlier by Mr. Rex is anticipated to be a year-long effort. Director Roth noted the R line opened recently in Aurora.

Next meeting – **April 19, 2017**

Other matters by members

No other matters were discussed.

Adjournment

The meeting adjourned at 9:02 p.m.

Bob Roth, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Acting Executive Director

ATTACH C

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Acting Executive Director
303 480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 19, 2017	Action	10

SUBJECT

DRCOG's transportation planning process allows for Board-approved amendments to the current Transportation Improvement Program (TIP), taking place on an as-needed basis. Typically, these amendments involve the addition or deletion of projects, or adjustments to existing projects and do not impact funding for other projects in the TIP.

PROPOSED ACTION/RECOMMENDATIONS

DRCOG staff recommends approval of the proposed amendment because it complies with the Board-adopted [TIP Amendment Procedures](#).

ACTION BY OTHERS

April 18, 2017 - RTC will act on a recommendation.
[March 27, 2017](#) - TAC recommended approval.

SUMMARY

The TIP project to be amended is shown below and listed in Attachment 1. The proposed policy amendment to the [2016-2021 Transportation Improvement Program](#) has been found to conform with the State Implementation Plan for Air Quality.

- **2016-003 Central 70**
Add SB 228 and Bonds/Loans funding categories and reduce FASTER Bridge Enterprise funding to reflect the current estimate. Overall funding remains unchanged.

This TIP amendment better reflects the funds needed for construction as opposed to repayment, as requested by FHWA. The FASTER Bridge Enterprise funding was reduced to more accurately reflect that the developer, not the Bridge Enterprise, will secure the bond/loan financing (always assumed to be a part of the project). The overall commitment to the project is not changing and the funds removed will be used as availability payments to the private developer over the 30-year term.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt a resolution approving the attached amendment to the *2016-2021 Transportation Improvement Program (TIP)*.

ATTACHMENTS

1. Proposed TIP amendment
2. Draft resolution

ADDITIONAL INFORMATION

If you need additional information Douglas W. Rex, Acting Executive Director, at 303 480-6747 or drex@drcog.org; or Todd Cottrell, Senior Transportation Planner, Transportation Planning and Operations at 303 480-6737 or tcottrell@drcog.org.

2016-003: Add SB 228 and Bonds/Loans funding categories. Adjust FASTER Bridge funding to reflect current estimates. Total funding remains unchanged.

Existing

Title: Central 70

Project Type: Roadway Reconstruction

TIP-ID: 2016-003

STIP-ID:

Open to Public:

Sponsor: CDOT Region 1

Project Scope
 Replace the I-70 Viaduct, including the addition of one managed lane in each direction to the east termini to be determined in NEPA.



Affected Municipality(ies)	Affected County(ies)
Denver	Denver

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$6,000	\$3,000	\$16,000	\$25,000		
State		\$0	\$0	\$0	\$0	\$0		
State (FASTER-B)		\$175,000	\$200,000	\$200,000	\$200,000	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$75,000	\$175,000	\$206,000	\$203,000	\$216,000	\$25,000	\$272,000	\$1,172,000

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY16	FY17	FY18	FY19	FY20-21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$0	\$6,000	\$3,000	\$16,000	\$25,000		
State		\$0	\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$0	\$0	\$539,645	\$0	\$0		
State (FASTER-B)		\$36,563	\$32,600	\$0	\$95,000	\$165,845		
State (SB 228)		\$0	\$85,534	\$35,466	\$58,155	\$0		
Local		\$0	\$0	\$0	\$0	\$0		
Total	\$73,192	\$36,563	\$124,134	\$578,111	\$169,155	\$190,845	\$0	\$1,172,000

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2017

A RESOLUTION AMENDING THE 2016-2021 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for carrying out and maintaining the continuing comprehensive transportation planning process designed to prepare and adopt regional transportation plans and programs; and

WHEREAS, the urban transportation planning process in the Denver region is carried out through cooperative agreement between the Denver Regional Council of Governments, the Regional Transportation District, and the Colorado Department of Transportation; and

WHEREAS, a Transportation Improvement Program containing highway and transit improvements expected to be carried out in the period 2016-2021 was adopted by the Board of Directors on April 15, 2015; and

WHEREAS, it is necessary to amend the 2016-2021 Transportation Improvement Program; and

WHEREAS, the Regional Transportation Committee has recommended approval of the amendment.

NOW, THEREFORE, BE IT RESOLVED that the Denver Regional Council of Governments hereby amends the 2016-2021 Transportation Improvement Program.

BE IT FURTHER RESOLVED that the Denver Regional Council of Governments hereby determines that this amendment to the 2016-2021 Transportation Improvement Program conforms to the State Implementation Plan for Air Quality.

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2017 at Denver, Colorado.

Bob Roth, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Acting Executive Director

ATTACH D

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Acting Executive Director
303 480-6747 or drex@drco.org

Meeting Date	Agenda Category	Agenda Item #
April 19, 2017	Action	11

SUBJECT

Draft 2040 Metro Vision Regional Transportation Plan (2040 MVRTP) and associated air quality conformity determination documents.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the draft 2040 MVRTP and associated air quality conformity determination documents.

ACTION BY OTHERS

April 18, 2017 - RTC will act on a recommendation.

[March 27, 2017](#) - TAC recommended approval.

SUMMARY

The draft 2040 MVRTP presents a complete picture of the region's envisioned and fiscally constrained (cost feasible) multimodal transportation system through 2040. DRCOG developed the 2040 MVRTP in cooperation with local governments, CDOT, RTD, the Regional Air Quality Council (RAQC), and the Air Pollution Control Division (APCD) of the Colorado Department of Public Health and Environment (CDPHE). Decisions were made through DRCOG's committee structure and by the Board with significant public and stakeholder input. The draft 2040 MVRTP (linked attachment):

Builds on and replaces the 2040 Fiscally Constrained RTP

Incorporates guidance and defined requirements of the FAST Act Chapters 1 and 7

Contains updated population and employment forecasts (planning assumptions) and new traffic model outputs from DRCOG's recently calibrated Focus model Chapters 2 and 7

Directly incorporates the transportation theme (A Connected Multimodal Region) of Metro Vision Chapter 3

Updates and expands the description of each component of the region's multimodal transportation system, particularly for freight, transit, active transportation, safety, and technology Chapter 4 and Appendices

Expands discussion of DRCOG's role in regional transportation security Chapter 4

Significantly expands documentation of the process, assumptions, and data that were used to create the financial plan Chapter 5

Includes several new map concepts throughout the document, particularly for illustrating the 2040 Fiscally Constrained RTP Chapter 6

Integrates RTP amendments since the 2015 adoption of the 2040 FC-RTP Chapter 6

Expands discussion and illustration of regional environmental mitigation Chapter 7

DRCOG must also show the 2040 MVRTP will not cause a violation of federal air quality conformity standards. Accordingly, the roadway and transit networks were modeled for air quality conformity and the results were used by the state APCD to calculate pollutant

emissions. All pollutant emission tests were passed, as shown in the 2040 MVRTP's associated air quality conformity documents (linked attachment).

The draft 2040 MVRTP (along with the draft 2018-2021 Transportation Improvement Program) was the subject of a public hearing before the DRCOG Board on March 15, 2017. Attachment 1 contains a summary of testimony received and staff responses. Based on the public comment review period, a few edits were made to the document, and are listed in Attachment 2. The linked draft 2040 MVRTP document and appendices show track changes; any track changes not listed in Attachment 2 are minor editing/grammatical changes.

PREVIOUS DISCUSSIONS/ACTIONS

- [January 26, 2015](#) – recommend approval of the 2040 FC-RTP associated air quality conformity documents.
- [April 27, 2015](#) – info discussion to introduce the topic of developing the transit component of the 2040 MVRTP.
- [September 28, 2015](#) – recommend approval of all proposed projects in air quality conformity modeling networks for 2015 Cycle 2 amendments to the 2040 FC-RTP.
- [November 23, 2015](#) – review of draft Freight and Goods Movement component of the 2040 MVRTP.
- [January 25, 2016](#) – review of draft Coordinated Transit component of the 2040 MVRTP.
- [July 25, 2016](#) – review of draft Active Transportation component
- [November 28, 2016](#) – recommend the 2040 MVRTP fiscally constrained roadway capacity projects and rapid transit networks to be modeled for air quality conformity.
- [December 19, 2016](#) – recommend release of the draft 2040 MVRTP for public review and comment.
- [March 15, 2017](#) – Public Hearing

PROPOSED MOTION

Move to adopt a resolution approving the draft 2040 Metro Vision Regional Transportation Plan, and the associated DRCOG CO and PM-10 Conformity Determination, and the Denver Southern Subarea 8-hour Ozone Conformity Determination, concurrently.

ATTACHMENTS

Links:

[Action Draft 2040 MVRTP with Draft Appendices](#)

[DRCOG CO and PM 10 Conformity Determination](#) and [Denver Southern Subarea 8-hour Ozone Conformity Determination](#)

Attachments:

1. Summary of Written and Oral Testimony Received (during public comment review period through public hearing)
2. 2040 MVRTP proposed changes based on public comment review period
3. Draft resolution
4. Presentation slides

ADDITIONAL INFORMATION

If you need additional information Douglas W. Rex, Acting Executive Director, at 303 480-6747 or drex@drcog.org; or contact Jacob Riger, Long Range Transportation Planning Manager, at 303-480-6751 or jriger@drcog.org.

ATTACHMENT 1

DRCOG Draft 2040 Metro Vision Regional Transportation Plan, Draft 2018-2021 Transportation Improvement Program & associated Air Quality Conformity Determinations

Summary of Written and Oral Testimony Received

(during the public comment period from February 14, 2017 through the March 15, 2017 Public Hearing)

This document summarizes the written and oral testimony received by the Denver Regional Council of Governments (DRCOG) during the public comment review period and during the March 15, 2017 public hearing:

Written comments received during the public comment review period:

1. Submitted by Aaron Schultz on February 16, 2017 - 8:46 am

We cannot continue to widen roads with reckless abandons and without the consideration of our communities. Instead of widening I-70 and diverting floodwaters through the most polluted neighbourhood in the nation, we need to connect our communities through basic infrastructure like transit, bike lanes, and at the very least sidewalks. We also need to redesign dangerous, auto-centric streets for people. Our cities are becoming ever more popular places to live, but we continue to risk everything that we love about these places by continuing to build suburban developments on wilderness and then widening highways to bring them into the city. This is unsustainable and disastrous. There needs to be a 20 year moratorium on widening roads, while also an increased investment in active forms of transportation. Stop destroying our neighbourhoods to build racetracks.

2. Submitted by Aaron Shultz on March 15, 2017 – 4:50 pm

Hello,

I unfortunately could not attend tonight's meeting, but I could not afford to stay silent.

The methods undertaken by this agency are disastrous and ill-informed with little forethought to what the future of the metro region holds. I am not persuaded by the lip service received by transit, biking infrastructure, and walking infrastructure, when the DRCOG's real goal is to widen roads by any means necessary.

Last year, 605 people died on Colorado roads, including 84 pedestrians and 16 bicyclists. Countless more were injured. These numbers are horrific. This is equivalent to an Aurora theatre shooting every week for the entire year. Many of the methods to make roads 'safer' for cars make them more dangerous for people. While a major reroute of a highway is planned near my house to increase capacity, my calls for a crosswalk to ensure that the people walking currently forced to jaywalk to reach local business are not killed has been disregarded by the city of Broomfield. The same stretch being 'improved' for cars lacks sidewalks along the vast majority. Failing to address these safety issues is your responsibility. Every preventable death is on your hands.

These problems are not unique to Broomfield. DRCOG's last long term plan calls for the tripling in size of I-70 through Denver, an interstate whose original design and placement was inherently

ATTACHMENT 1

DRCOG Draft 2040 Metro Vision Regional Transportation Plan, Draft 2018-2021 Transportation Improvement Program & associated Air Quality Conformity Determinations

flawed. Meanwhile, land-use practices throughout the metro area exacerbate the traffic problem by ensuring limited connectivity of non-arterial roads. This is clearly evident in the proposed Aurora Highlands development, that isolates homes and orients development with winding roads and great distances to all but ensure that people must drive. If the DRCOG wants to reduce traffic, they can start by completely rethinking development. Broomfield is yet another example, that plans to be a collection of suburban neighborhoods with no central cohesion. All of these so-called cities lack the amenities that people--especially millennials--want: closeness to activities and non-autocentric modes of mobility. Furthermore, it promotes paving over and developing our wild prairies, plains, and wilderness, resources that bring many people to Colorado and the metro area in the first place.

Additionally, Call-n-Rides are ineffective and wasteful. A good transit system could be utilized by elderly, disabled, and able-bodied alike. Broomfield has more grant money for a Call-n-Ride program, but the traditional money is inherently flawed. A "fiscally-constrained" model should try to find innovative solutions rather than throw money away for a handful of people. Other cities are partnering with ride-share companies to save money and meet these needs. Shouldn't Broomfield?

My suggestions: rather than continuously widening roads, determine a specific ROW width. Once that ROW cannot hold a greater SOV capacity, work toward alternatives. The amount of subsidies for cars is astronomical and is hurting our cities. Even in Boulder, which is (incorrectly) lauded for its progressive policies, are cars prioritized. A new University Hill development will have a city-funded parking garage that will not recuperate the costs to build even after 30 years according to city accounts. We literally cannot afford to continue as we have been.

Colorado's population is set to be double 1990 levels by 2040. How can we accommodate this? Do we need twice as many roads? Twice as many lanes? These are billion dollar investments that require maintenance and funding, but no such funding or maintenance capabilities exist. Your decisions will, unfortunately, bankrupt the state for future generations--my generation. Millennials are more willing to take the bus, to ride a bike, to walk. Build infrastructure for the future, not for the past.

I have more to say but not time to say it, so I ask you, I beg you, please think of what you enjoy about Colorado. Think about strong and thriving communities and wild open spaces (not "master-planned open spaces"). If your methods do not ultimately support these goals, it's better to go back to the drawing board than to lean in to bad designs. Innovation can save us.

Thank you for your time and I hope you take my messages to heart.

DRCOG staff response to both comments: DRCOG's Metro Vision Plan and 2040 MVRTP call for a balanced, multimodal approach to mobility for the region's existing population and to address significant growth by 2040. The two plans have specific outcomes, objectives, performance measures,

ATTACHMENT 1

DRCOG Draft 2040 Metro Vision Regional Transportation Plan, Draft 2018-2021 Transportation Improvement Program & associated Air Quality Conformity Determinations

narrative, and financial allocations addressing multimodal mobility, safety, and system preservation and maintenance. DRCOG also has or is developing specific plans for public and specialized transit, active transportation (walking and bicycling), and freight. DRCOG also funds and coordinates transportation for older adults and vulnerable populations as well as a regional Transportation Demand Management program. Finally, while specific land use and development decisions are the purview of local governments, DRCOG advocates for an integrated regional land use and transportation planning process.

Oral testimony received during the public hearing:

- 1) Gail O'Toole, citizen, discussed the significant traffic and mobility challenges at the I-25 and Belleview Ave. interchange and along the adjacent Belleview Ave. corridor. She urged that a project addressing these concerns be included in the 2040 MVRTP and 2018-2021 TIP.
- 2) David Ruchman, citizen, advocated for greater emphasis in the 2040 MVRTP on mobility services, particularly for older adults and mobility challenged populations. He also urged an expanded role for RTD in coordinating mobility services, and gave an example of potentially deploying school buses for other transportation purposes when not being used to transport school children.
- 3) Drew Sweeney, citizen, endorsed Gail O'Toole's comments and expressed similar sentiments regarding the I-25/Belleview interchange and adjacent Belleview Ave. corridor.

DRCOG staff response to all public hearing comments: The I-25/Belleview interchange has been an unfunded vision project in DRCOG's long range transportation planning process. DRCOG staff is currently working with City of Greenwood Village staff as they initiate an Environmental Assessment for the project. Until this process recommends a specific project and until funding is identified, a project cannot be included in the 2040 MVRTP. However, operational improvements can be applied for in DRCOG's next Transportation Improvement Program call for projects in 2018.

The 2040 MVRTP includes the Coordinated Transit Plan (Appendix 6), a comprehensive and integrated assessment of human service, fixed route, and rapid transit services, needs, and strategies. It is also a federally required document that aids in the selection of projects under the Federal Transit Administration's Section 5310 program (mobility for the elderly and individuals with disabilities). The Coordinated Transit Plan updates and replaces DRCOG's 2035 Transit Element.

Attachment 2: 2040 Metro Vision Regional Transportation Plan (2040 MVRTP)

Proposed changes based on public comment review period

Document	Location	Summary of Change
2040 MVRTP	Figure 2.5	Removed references to rural town centers for consistency with new Metro Vision Plan
2040 MVRTP	Page 120-122	Added language addressing coordination with RTD on asset management and state of good repair target setting to address upcoming federal performance-based planning requirements
2040 MVRTP	Pages 128-129	Text edits to clarify environmental justice data sources used
2040 MVRTP Appendix 5	Page 12, Figure 2	Updated data for number of trains per day
Ozone Air Quality Document	Pages 13-14	Text edits to clarify 2017 staging year input data sources

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2017

A RESOLUTION TO ADOPT THE 2040 METRO VISION REGIONAL TRANSPORTATION PLAN, AND THE ASSOCIATED DRCOG CO AND PM-10 CONFORMITY DETERMINATION AND THE DENVER SOUTHERN SUBAREA 8-HOUR OZONE CONFORMITY DETERMINATION, CONCURRENTLY.

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for the operation and maintenance of the continuing transportation planning process designed to prepare and adopt transportation plans and programs; and

WHEREAS, the transportation planning process within the Denver region is carried out by the Denver Regional Council of Governments through a cooperative agreement with the Regional Transportation District and the Colorado Department of Transportation; and

WHEREAS, state and federal statutes require the Denver Regional Council of Governments to adopt and obtain federal certification for its Regional Transportation Plan every four years; and

WHEREAS, Section 176(c)(3) of the federal Clean Air Act as amended requires that the Metropolitan Planning Organization not give its approval to a transportation plan or program unless such plan or program conforms to an approved or promulgated state implementation plan for air quality; and

WHEREAS, the *2040 Metro Vision Regional Transportation Plan*, including the *2040 Fiscally Constrained Regional Transportation Plan*, was prepared by the Denver Regional Council of Governments in cooperation with the Regional Transportation District and the Colorado Department of Transportation; and

WHEREAS, the *2040 Metro Vision Regional Transportation Plan* identifies fiscally constrained air quality regionally significant highway capacity and rapid transit projects that can reasonably be provided over a 20-year time horizon; and

WHEREAS, the updated financial plan of the *2040 Metro Vision Regional Transportation Plan* meets fiscal constraint based on a reasonable estimate of funds available from 2016 to 2040; and

WHEREAS, an air quality analysis of the *2040 Fiscally Constrained Regional Transportation Plan* has been prepared consistent with the requirements of the Clean Air Act as amended, and regulations promulgated by the U. S. Environmental Protection Agency, which indicates that the *2040 Fiscally Constrained Regional Transportation Plan* and 2018-

A RESOLUTION TO ADOPT THE 2040 METRO VISION REGIONAL TRANSPORTATION PLAN, AND THE ASSOCIATED DRCOG CO AND PM-10 CONFORMITY DETERMINATION AND THE DENVER SOUTHERN SUBAREA 8-HOUR OZONE CONFORMITY DETERMINATION, CONCURRENTLY.

Resolution No. _____, 2017

Page 2

2021 Transportation Improvement Program conform to the State Implementation Plan for Air Quality; and

WHEREAS, a public hearing before the Denver Regional Council of Governments was held on March 15, 2017 and comments received on the *2040 Metro Vision Regional Transportation Plan* were addressed; and

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the *2040 Metro Vision Regional Transportation Plan* and associated air quality conformity determinations.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to its *Articles of Association*, and the authority granted under sections 30-28-106 and 43-1-1101 through 1105 of the Colorado Revised Statutes, as the Metropolitan Planning Organization for the Denver Region, the Denver Regional Council of Governments hereby adopts the *2040 Metro Vision Regional Transportation Plan*. This updated plan supersedes any Regional Transportation Plan previously adopted by the Denver Regional Council of Governments.

BE IT FURTHER RESOLVED that the Board of Directors of the Denver Regional Council of Governments, and as the Metropolitan Planning Organization, hereby determines that the *2040 Fiscally Constrained Regional Transportation Plan* conforms to the applicable implementation plans approved or promulgated under the Clean Air Act, as amended, by virtue of the demonstrations incorporated in the associated *DRCOG CO and PM-10 Conformity Determination* and the *Denver Southern Subarea 8-Hour Ozone Conformity Determination*, concurrently.

BE IT FURTHER RESOLVED that the Chair of the Denver Regional Council of Governments is hereby authorized to certify copies of the *2040 Metro Vision Regional Transportation Plan* to all counties and municipalities lying wholly or partly in the Denver region.

RESOLVED, PASSED AND ADOPTED this ____ day of _____, 2017 at Denver, Colorado.

Bob Roth, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Acting Executive Director

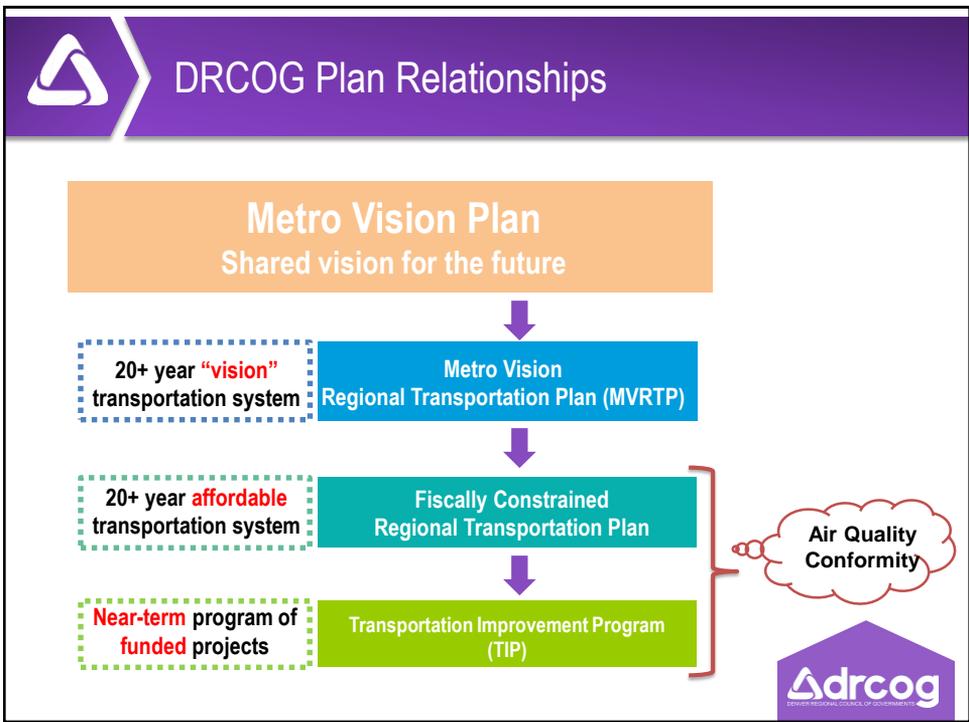
Adrcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS

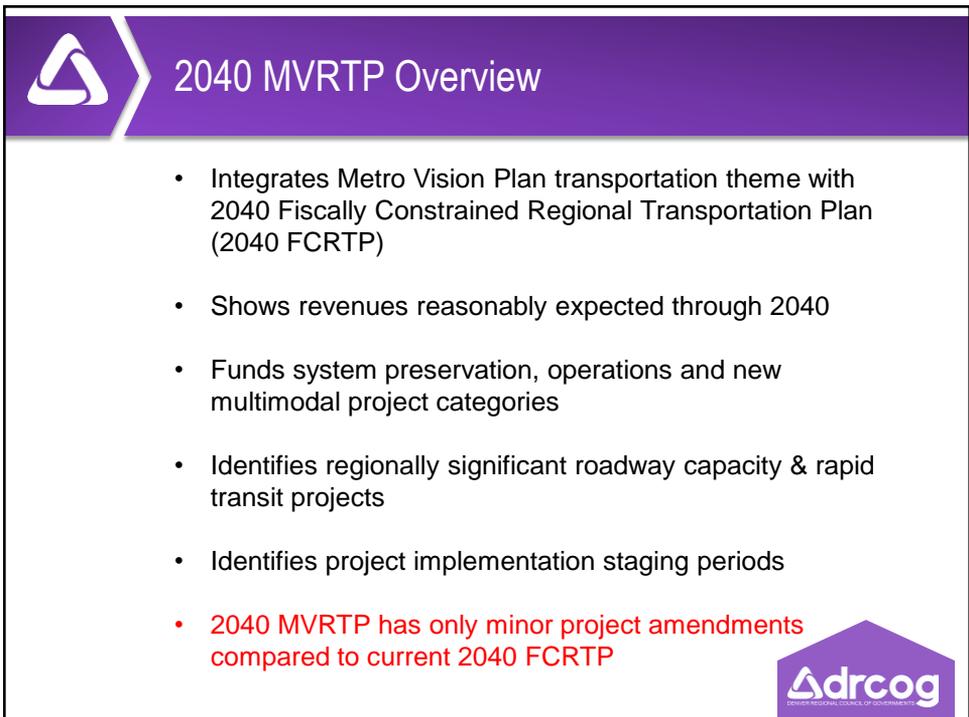
2040 Metro Vision
Regional Transportation Plan

Air Quality Conformity

Presented by:
Jacob Riger
Transportation Planning
and Operations

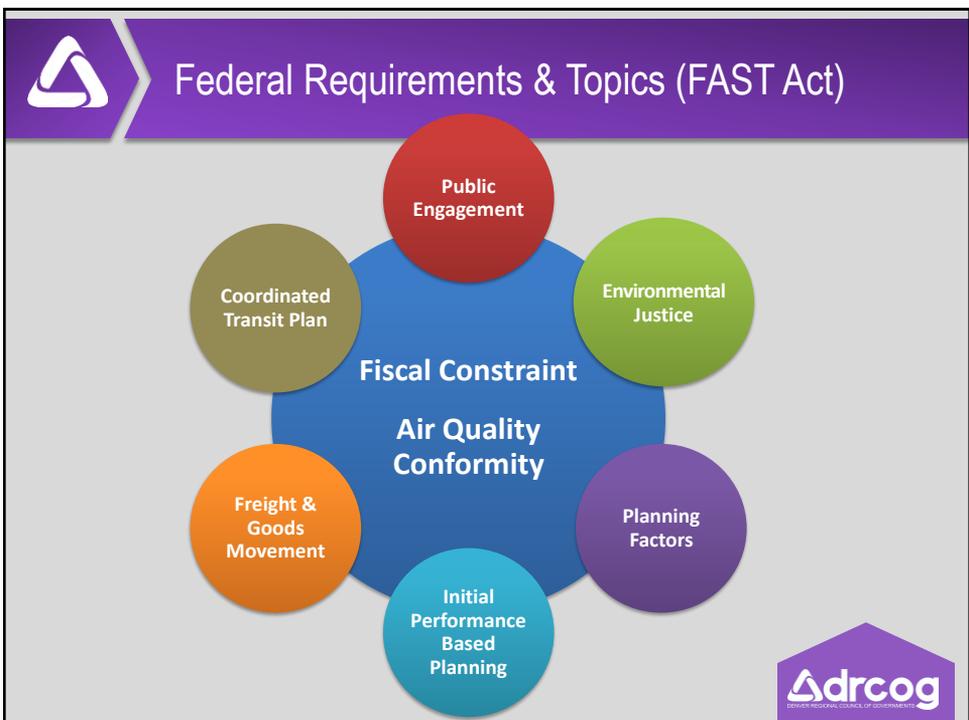
Board of Directors
April 19, 2017





2040 MVRTP Overview

- Integrates Metro Vision Plan transportation theme with 2040 Fiscally Constrained Regional Transportation Plan (2040 FCRTTP)
- Shows revenues reasonably expected through 2040
- Funds system preservation, operations and new multimodal project categories
- Identifies regionally significant roadway capacity & rapid transit projects
- Identifies project implementation staging periods
- 2040 MVRTP has only minor project amendments compared to current 2040 FCRTTP

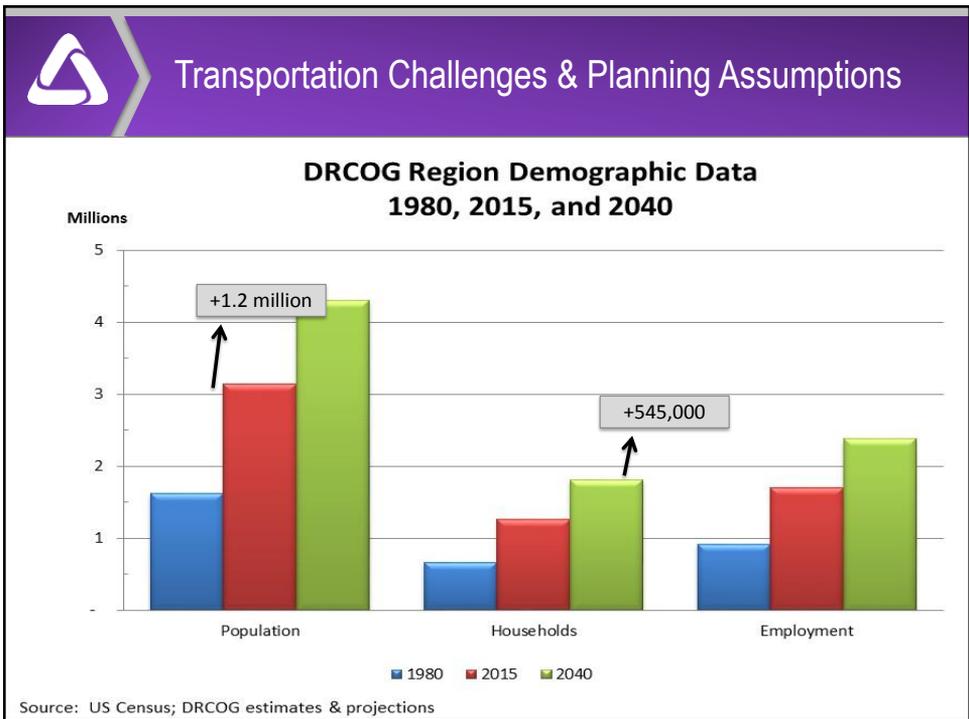
Federal Requirements & Topics (FAST Act)

The diagram features a central blue circle labeled "Fiscal Constraint" and "Air Quality Conformity". Surrounding this central circle are six other circles, each representing a different topic:

- Public Engagement (Red circle, top)
- Environmental Justice (Green circle, top-right)
- Planning Factors (Purple circle, bottom-right)
- Initial Performance Based Planning (Light Blue circle, bottom)
- Freight & Goods Movement (Orange circle, bottom-left)
- Coordinated Transit Plan (Olive Green circle, top-left)



ATTACHMENT 4

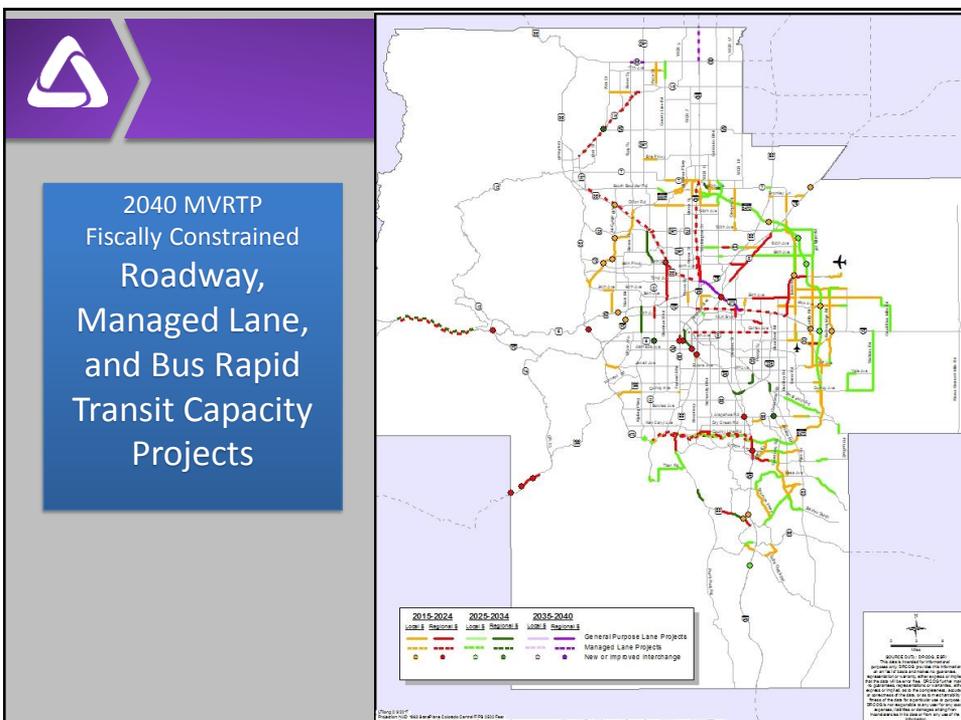
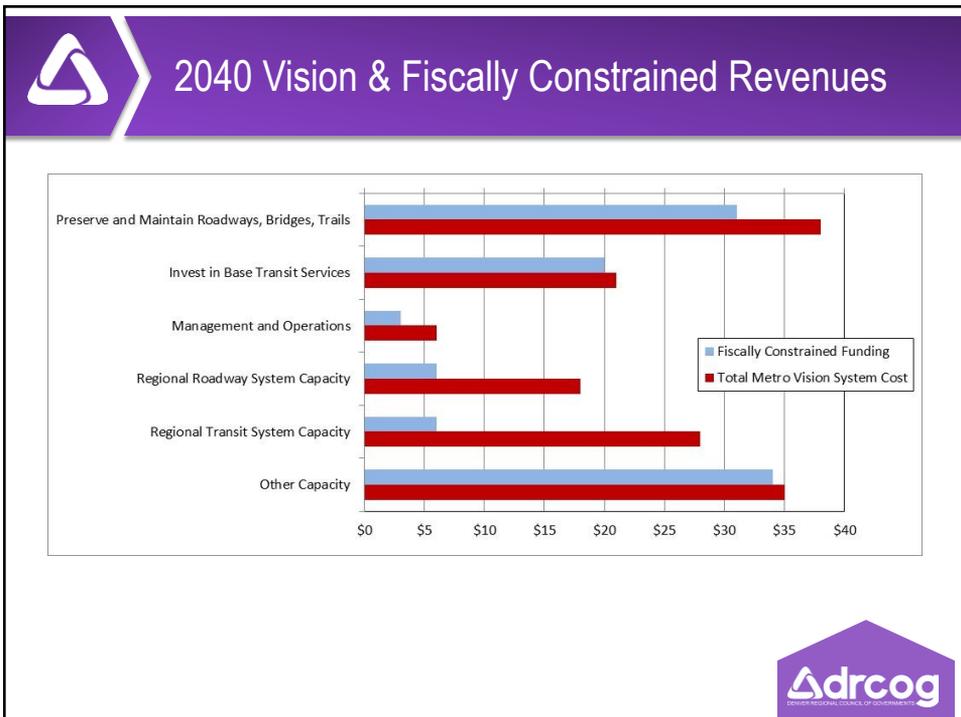


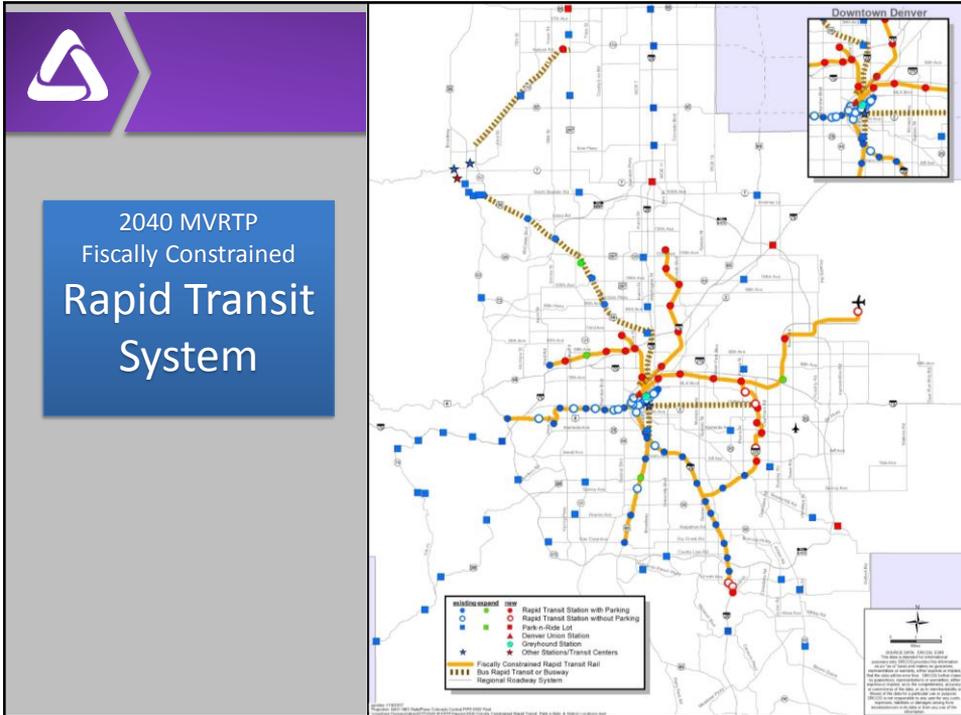
Metro Vision Multimodal Transportation System Components

- AIR QUALITY PLANNING
- BICYCLE AND PEDESTRIAN PLANNING
- CONGESTION MITIGATION PROGRAM
- CORRIDOR DATA, MAPS AND STUDIES
- INTELLIGENT TRANSPORTATION SYSTEMS
- REGIONAL CONCEPT OF TRANSPORTATION OPERATIONS
- REGIONAL TRAFFIC COUNT PROGRAM
- TRAFFIC SAFETY
- TRANSIT PLANNING
- TRAVEL DEMAND MANAGEMENT

- Multimodal components, including:
 - Transit plan
 - Walking & bicycling
 - Freight & goods
- Operational elements
 - Operations
 - Transportation Demand Management
- Other topical elements
 - Technology
 - System preservation
 - Safety/security
 - Aviation

drcog
DENVER REGIONAL COUNCIL OF GOVERNMENTS





Regional Air Quality Conformity

- 2040 MVRTP must address ozone, carbon monoxide, and PM-10 pollutants
- 2040 MVRTP passed pollutant emission tests for regional air quality conformity
- Air quality conformity is regional (entire MVRTP), not based on individual projects



Public Comments Received

- Public hearing at March 15th Board meeting
- Written comments from one person during public review period and oral testimony from three speakers during public hearing
 - Documented in Attachment 1 with staff responses
- A few edits to the 2040 MVRTP and air quality documents to clarify data sources and address upcoming federal requirements
 - Documented in Attachment 2



Adrcog
ADIRONDACK REGIONAL COUNCIL OF GOVERNMENTS



ATTACHE

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Acting Executive Director
303 480-6747 or drex@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
April 19, 2017	Action	12

SUBJECT

Draft *2018-2021 Transportation Improvement Program* (2018-2021 TIP) and associated air quality conformity determination documents.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends approval of the *2018-2021 TIP* and associated air quality conformity determination documents.

ACTION BY OTHERS

April 18, 2017 - RTC will act on a recommendation.

[March 27, 2017](#) - TAC recommended approval.

SUMMARY

The 2018-2021 TIP is a four-year, short-term document that lays out how federal, state, and local transportation funding is programmed to projects in the Denver metro area. The TIP includes projects selected by DRCOG, CDOT, and RTD, each with their own selection processes and funding sources. The 2018-2021 TIP is an update to the 2016-2021 TIP to be consistent with CDOT's Statewide Transportation Improvement Program (STIP).

Accordingly, a new call for projects for DRCOG-selected projects was not conducted—and no new DRCOG projects were selected—for the 2018-2021 TIP.

Per federal transportation planning requirements, DRCOG must show that the 2040 MVRTP and 2018-2021 TIP will not cause a violation of federal air quality conformity standards. Accordingly, the 2040 MVRTP's roadway and transit networks (which include the air quality regionally significant projects contained in the 2018-2021 TIP) were modeled for air quality conformity. The results were used by the state Air Pollution Control Division to calculate pollutant emissions. All pollutant emission tests were passed, as shown in the air quality conformity documents.

The documents were subject of a public hearing before the DRCOG Board on March 15, 2017. Attachment 1 summarizes the public comments and the staff response received prior and during the public hearing. Attachment 2 highlights proposed adjustments and changes that are reflected in the draft final TIP document as compared to the public hearing version.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to adopt a resolution approving the draft *2018-2021 Transportation Improvement Program*, and the associated *DRCOG CO and PM 10 Conformity Determination* and the *Denver Southern Subarea 8-hour Ozone Conformity Determination*, concurrently.

ATTACHMENTS

Links:

[Draft 2018-2021 Transportation Improvement Program](#)

[DRCOG CO and PM 10 Conformity Determination](#) and [Denver Southern Subarea 8-hour Ozone Conformity Determination](#)

Attachments:

1. Summary of Written and Oral Testimony Received (during public comment review period through public hearing)
2. Errata sheet
3. Draft resolution

ADDITIONAL INFORMATION

If you need additional information Douglas W. Rex, Acting Executive Director, at 303 480-6747 or drex@drcog.org; or Todd Cottrell, Senior Transportation Planner, at 303-480-6737 or tcottrell@drcog.org

ATTACHMENT 1

DRCOG Draft 2040 Metro Vision Regional Transportation Plan, Draft 2018-2021 Transportation Improvement Program & associated Air Quality Conformity Determinations

Summary of Written and Oral Testimony Received

(during the public comment period from February 14, 2017 through the March 15, 2017 Public Hearing)

This document summarizes the written and oral testimony received by the Denver Regional Council of Governments (DRCOG) during the public comment review period and during the March 15, 2017 public hearing:

Written comments received during the public comment review period:

1. Submitted by Aaron Schultz on February 16, 2017 - 8:46 am

We cannot continue to widen roads with reckless abandons and without the consideration of our communities. Instead of widening I-70 and diverting floodwaters through the most polluted neighbourhood in the nation, we need to connect our communities through basic infrastructure like transit, bike lanes, and at the very least sidewalks. We also need to redesign dangerous, auto-centric streets for people. Our cities are becoming ever more popular places to live, but we continue to risk everything that we love about these places by continuing to build suburban developments on wilderness and then widening highways to bring them into the city. This is unsustainable and disastrous. There needs to be a 20 year moratorium on widening roads, while also an increased investment in active forms of transportation. Stop destroying our neighbourhoods to build racetracks.

2. Submitted by Aaron Shultz on March 15, 2017 – 4:50 pm

Hello,

I unfortunately could not attend tonight's meeting, but I could not afford to stay silent.

The methods undertaken by this agency are disastrous and ill-informed with little forethought to what the future of the metro region holds. I am not persuaded by the lip service received by transit, biking infrastructure, and walking infrastructure, when the DRCOG's real goal is to widen roads by any means necessary.

Last year, 605 people died on Colorado roads, including 84 pedestrians and 16 bicyclists. Countless more were injured. These numbers are horrific. This is equivalent to an Aurora theatre shooting every week for the entire year. Many of the methods to make roads 'safer' for cars make them more dangerous for people. While a major reroute of a highway is planned near my house to increase capacity, my calls for a crosswalk to ensure that the people walking currently forced to jaywalk to reach local business are not killed has been disregarded by the city of Broomfield. The same stretch being 'improved' for cars lacks sidewalks along the vast majority. Failing to address these safety issues is your responsibility. Every preventable death is on your hands.

These problems are not unique to Broomfield. DRCOG's last long term plan calls for the tripling in size of I-70 through Denver, an interstate whose original design and placement was inherently

ATTACHMENT 1

DRCOG Draft 2040 Metro Vision Regional Transportation Plan, Draft 2018-2021 Transportation Improvement Program & associated Air Quality Conformity Determinations

flawed. Meanwhile, land-use practices throughout the metro area exacerbate the traffic problem by ensuring limited connectivity of non-arterial roads. This is clearly evident in the proposed Aurora Highlands development, that isolates homes and orients development with winding roads and great distances to all but ensure that people must drive. If the DRCOG wants to reduce traffic, they can start by completely rethinking development. Broomfield is yet another example, that plans to be a collection of suburban neighborhoods with no central cohesion. All of these so-called cities lack the amenities that people--especially millennials--want: closeness to activities and non-autocentric modes of mobility. Furthermore, it promotes paving over and developing our wild prairies, plains, and wilderness, resources that bring many people to Colorado and the metro area in the first place.

Additionally, Call-n-Rides are ineffective and wasteful. A good transit system could be utilized by elderly, disabled, and able-bodied alike. Broomfield has more grant money for a Call-n-Ride program, but the traditional money is inherently flawed. A "fiscally-constrained" model should try to find innovative solutions rather than throw money away for a handful of people. Other cities are partnering with ride-share companies to save money and meet these needs. Shouldn't Broomfield?

My suggestions: rather than continuously widening roads, determine a specific ROW width. Once that ROW cannot hold a greater SOV capacity, work toward alternatives. The amount of subsidies for cars is astronomical and is hurting our cities. Even in Boulder, which is (incorrectly) lauded for its progressive policies, are cars prioritized. A new University Hill development will have a city-funded parking garage that will not recuperate the costs to build even after 30 years according to city accounts. We literally cannot afford to continue as we have been.

Colorado's population is set to be double 1990 levels by 2040. How can we accommodate this? Do we need twice as many roads? Twice as many lanes? These are billion dollar investments that require maintenance and funding, but no such funding or maintenance capabilities exist. Your decisions will, unfortunately, bankrupt the state for future generations--my generation. Millennials are more willing to take the bus, to ride a bike, to walk. Build infrastructure for the future, not for the past.

I have more to say but not time to say it, so I ask you, I beg you, please think of what you enjoy about Colorado. Think about strong and thriving communities and wild open spaces (not "master-planned open spaces"). If your methods do not ultimately support these goals, it's better to go back to the drawing board than to lean in to bad designs. Innovation can save us.

Thank you for your time and I hope you take my messages to heart.

DRCOG staff response to both comments: DRCOG's Metro Vision Plan and 2040 MVRTP call for a balanced, multimodal approach to mobility for the region's existing population and to address significant growth by 2040. The two plans have specific outcomes, objectives, performance measures,

ATTACHMENT 1

DRCOG Draft 2040 Metro Vision Regional Transportation Plan, Draft 2018-2021 Transportation Improvement Program & associated Air Quality Conformity Determinations

narrative, and financial allocations addressing multimodal mobility, safety, and system preservation and maintenance. DRCOG also has or is developing specific plans for public and specialized transit, active transportation (walking and bicycling), and freight. DRCOG also funds and coordinates transportation for older adults and vulnerable populations as well as a regional Transportation Demand Management program. Finally, while specific land use and development decisions are the purview of local governments, DRCOG advocates for an integrated regional land use and transportation planning process.

Oral testimony received during the public hearing:

- 1) Gail O'Toole, citizen, discussed the significant traffic and mobility challenges at the I-25 and Belleview Ave. interchange and along the adjacent Belleview Ave. corridor. She urged that a project addressing these concerns be included in the 2040 MVRTP and 2018-2021 TIP.
- 2) David Ruchman, citizen, advocated for greater emphasis in the 2040 MVRTP on mobility services, particularly for older adults and mobility challenged populations. He also urged an expanded role for RTD in coordinating mobility services, and gave an example of potentially deploying school buses for other transportation purposes when not being used to transport school children.
- 3) Drew Sweeney, citizen, endorsed Gail O'Toole's comments and expressed similar sentiments regarding the I-25/Belleview interchange and adjacent Belleview Ave. corridor.

DRCOG staff response to all public hearing comments: The I-25/Belleview interchange has been an unfunded vision project in DRCOG's long range transportation planning process. DRCOG staff is currently working with City of Greenwood Village staff as they initiate an Environmental Assessment for the project. Until this process recommends a specific project and until funding is identified, a project cannot be included in the 2040 MVRTP. However, operational improvements can be applied for in DRCOG's next Transportation Improvement Program call for projects in 2018.

The 2040 MVRTP includes the Coordinated Transit Plan (Appendix 6), a comprehensive and integrated assessment of human service, fixed route, and rapid transit services, needs, and strategies. It is also a federally required document that aids in the selection of projects under the Federal Transit Administration's Section 5310 program (mobility for the elderly and individuals with disabilities). The Coordinated Transit Plan updates and replaces DRCOG's 2035 Transit Element.

ATTACHMENT 2- Errata Sheet
2018-2021 Transportation Improvement Program (TIP)
 Project Changes from Public Hearing Draft to Action Draft

1. **2008-105:** Add FASTER Transit projects that were recently selected for funding within CDOT Region 1.

Public Hearing Draft

Title: **Region 1 FASTER Transit Pool**

Project Type: **Transit Operational Improvements**

TIP-ID: **2008-105**

STIP-ID: **SR17004**

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Pool contains transit-related projects based on the new FASTER Transit program (Colorado Senate Bill 108) in CDOT Region 1 (DRCOG TIP-area only).



Affected County(ies)

- Adams
- Arapahoe
- Broomfield
- Denver
- Douglas
- Jefferson

All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
RTD	East Colfax/15L Transit Enhancements Project	\$770	RTD	Mineral PnR Bridge Rehab (FY17)	\$57			
RTD	First and Last Mile Study (FY17)	\$200	RTD	Thornton PnR Passenger Amenities (FY17)	\$308			

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-T)		\$3,000	\$3,000	\$3,000	\$3,000		
Local		\$0	\$0	\$0	\$0		
Total	\$1,335	\$3,000	\$3,000	\$3,000	\$3,000	\$0	\$13,335

Revised Pool Projects

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
RTD	East Colfax/15L Transit Enhancements Project	\$770	RTD	Thornton PnR Passenger Amenities (FY17)	\$308	RTD	Downtown Track and Switches (FY18)	\$1,150
RTD	First and Last Mile Study (FY17)	\$200	RTD	US-36 and Sheridan PnR (FY18)	\$1,500			
RTD	Mineral PnR Bridge Rehab (FY17)	\$57	RTD	Rider Alert System (FY18)	\$350			

ATTACHMENT 2- Errata Sheet
2018-2021 Transportation Improvement Program (TIP)
 Project Changes from Public Hearing Draft to Action Draft

2. **2008-106:** Add one FASTER Transit project that was recently selected for funding within CDOT Region 4.

Public Hearing Draft

Title: Region 4 FASTER Transit Pool

Project Type: Transit Operational Improvements

TIP-ID: 2008-106

STIP-ID: SR47005

Open to Public:

Sponsor: CDOT Region 4

Project Scope
 Pool contains transit-related projects based on the FASTER Transit program (Colorado Senate Bill 108) in CDOT Region 4 (DRCOG-TIP area only).



Affected County(ies)

Boulder

Weld

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-T)		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$5,374	\$0	\$0	\$0	\$0	\$0	\$5,374

Revised Funding Table and Pool Project

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
VIA	Bus Replacement (FY18)	\$480						

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
State (Faster-T)		\$490	\$0	\$0	\$0		
Local		\$123	\$0	\$0	\$0		
Total	\$5,374	\$613	\$0	\$0	\$0	\$0	\$5,987

ATTACHMENT 2- Errata Sheet
2018-2021 Transportation Improvement Program (TIP)
 Project Changes from Public Hearing Draft to Action Draft

3. **2012-107:** Add FTA 5310 projects that were recently selected for funding.

Public Hearing Draft

Title: **Enhanced Mobility for Elderly and Disabled (FTA 5310)**

Project Type: **Transit Operational Improvements**

TIP-ID: **2012-107**

STIP-ID:

Open to Public:

Sponsor: **CDOT**

Project Scope

Funds will be used for Mobility Management and activities such as purchase of vans and operating assistance for door-to-door service for the elderly and disabled.

Affected County(ies)

Regional



Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (5310)		\$4,013	\$4,093	\$4,175	\$4,259		
State		\$0	\$0	\$0	\$0		
Local		\$1,003	\$1,023	\$1,044	\$1,065		
Total	\$6,433	\$5,016	\$5,116	\$5,219	\$5,324	\$0	\$27,108

Revised Pool Projects

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Via (Boulder)	Accessible Minivan Replacements (FY17 Small Urban)	\$82	SRC (Arapahoe Co)	Cutaway Replacements (FY17 Large Urban)	\$124	SRC (Adams Co)	Cutaway and Sedan Replacements (FY17 Large Urban)	\$153

ATTACHMENT 2- Errata Sheet
2018-2021 Transportation Improvement Program (TIP)
 Project Changes from Public Hearing Draft to Action Draft

4. **2012-121:** Adjust funding on two pool projects per sponsor's request.

Public Hearing Draft

Title: **Region 4 Non-Regionally Significant RPP Pool**

Project Type: **Roadway Operational Improvements**

TIP-ID: **2012-121**

STIP-ID:

Open to Public:

Sponsor: **CDOT Region 4**

Project Scope

Pool contains projects selected under the Non-Regionally Significant Regional Priority Program in CDOT Region 4 (DRCOG-TIP area only).

Affected County(ies)

Boulder

Weld



All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-66: WCR 7 Intersection Imp		\$1,000	SH-7: Adaptive Signals - SH-287 to 28th St		\$1,147			
SH-66: Lyons to I-25 Access and PEL		\$300	Cherryvale Rd to N. 75th St		\$850			
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal		\$0	\$0	\$0	\$0			
State (R P P)		\$2,147	\$850	\$1,887	\$0			
Local		\$0	\$0	\$0	\$0			
Total	\$3,900	\$2,147	\$850	\$1,887	\$0	\$0	\$8,784	

Revised Pool Projects

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SH-66: WCR 7 Intersection Imp		\$1,000	SH-7: Adaptive Signals - SH-287 to 28th St		\$1,147			
SH-66: Lyons to I-25 Access and PEL		\$2,187	Cherryvale Rd to N. 75th St		\$850			

ATTACHMENT 2- Errata Sheet
2018-2021 Transportation Improvement Program (TIP)
 Project Changes from Public Hearing Draft to Action Draft

5. **2016-003:** Adjust funding to reflect current estimates by year per sponsor's request. Total funding remains unchanged.

Public Hearing Draft

Title: **Central 70**

Project Type: **Roadway Reconstruction**

TIP-ID: **2016-003**

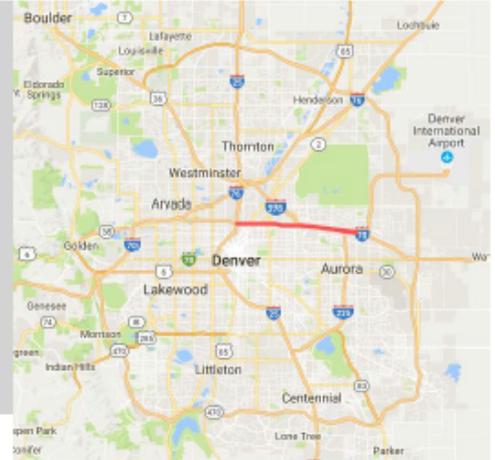
STIP-ID:

Open to Public:

Sponsor: **CDOT Region 1**

Project Scope

Replace the I-70 Viaduct, including the addition of one managed lane in each direction from I-25 to Chambers Rd.



Affected Municipality(ies)	Affected County(ies)
Denver	Denver

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$3,000	\$16,000	\$12,500	\$12,500		
State		\$0	\$0	\$0	\$0		
State (FASTER-B)		\$200,000	\$200,000	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$456,000	\$203,000	\$216,000	\$12,500	\$12,500	\$272,000	\$1,172,000

Revised Funding Table

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal		\$0	\$0	\$0	\$0		
Federal (CMAQ)		\$3,000	\$16,000	\$12,500	\$12,500		
State		\$0	\$0	\$0	\$0		
State (Bond/Loans)		\$539,645	\$0	\$0	\$0		
State (FASTER-B)		\$0	\$95,000	\$52,000	\$113,845		
State (SB 228)		\$35,466	\$58,155	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$233,889	\$578,111	\$169,155	\$64,500	\$126,345	\$0	\$1,172,000

2018-2021 Transportation Improvement Program (TIP) Project Changes from Public Hearing Draft to Action Draft

6. **2016-013:** Add the purchase of 2 buses to the project scope. This element was part of the original application but inadvertently omitted.

Public Hearing Draft

Title: **Superior Call-n-Ride**

Project Type: **Bus Service Projects (New)**

TIP-ID: **2016-013**

STIP-ID:

Open to Public: **2016**

Sponsor: **Superior**

Project Scope

This project adds a new Call-n-Ride servicing an area generally from McCaslin Blvd to 96th St, and US 36 to south of Interlocken Loop. Service hours will be approximately 5:30am to 7pm Monday through Friday.



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Superior	Boulder	Year	Phase
		2018	Initiate Bus Service - Year 3

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (CMAQ)		\$106	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$27	\$0	\$0	\$0		
Total	\$397	\$133	\$0	\$0	\$0	\$0	\$530

Revised Project Scope

Title: **Superior Call-n-Ride**

Project Type: **Bus Service Projects (New)**

TIP-ID: **2016-013**

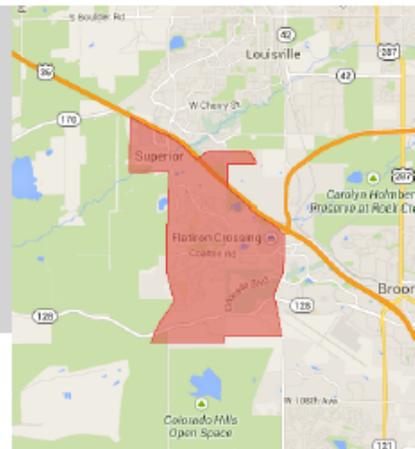
STIP-ID:

Open to Public: **2016**

Sponsor: **Superior**

Project Scope

This project adds a new Call-n-Ride servicing an area generally from McCaslin Blvd to 96th St, and US 36 to south of Interlocken Loop. Service hours will be approximately 5:30am to 7pm Monday through Friday. **The project includes the purchase of two additional buses.**



Affected Municipality(ies)	Affected County(ies)	Project Phases	
Superior	Boulder	Year	Phase
		2018	Initiate Bus Service - Year 3

ATTACHMENT 2- Errata Sheet
2018-2021 Transportation Improvement Program (TIP)
 Project Changes from Public Hearing Draft to Action Draft

7. **2016-065:** Add one FTA 5311 project that was recently selected for funding.

Public Hearing Draft

Title: Transit Operating and Capital (FTA 5311)

Project Type: Transit Operational Improvements

TIP-ID: 2016-065

STIP-ID:

Open to Public:

Sponsor: CDOT

Project Scope

Expend 5311 grant funds on transit for non-Urbanized Areas.



Affected County(ies)

Regional

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (5311)		\$0	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$0	\$0	\$0	\$0		
Total	\$1,284	\$0	\$0	\$0	\$0	\$0	\$1,284

Revised Pool Project and Funding

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
SRC (Jefferson Co)	Cutaway Replacement (FY17)	\$66						

Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding
Federal (5311)		\$66	\$0	\$0	\$0		
State		\$0	\$0	\$0	\$0		
Local		\$17	\$0	\$0	\$0		
Total	\$1,284	\$83	\$0	\$0	\$0	\$0	\$1,367

2018-2021 Transportation Improvement Program (TIP) Project Changes from Public Hearing Draft to Action Draft

8. **2018-002:** Adjust the TIP project name.

Public Hearing Draft

Title: Region 1 Transportation Alternatives Program (TAP) Pool

Project Type: Bicycle and Pedestrian Projects (New)

TIP-ID: 2018-002

STIP-ID:

Open to Public:

Sponsor: CDOT Region 1

Project Scope

Pool contains TAP funds and projects selected by CDOT Region 1.

Affected County(ies)

Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson



Revised Project Name

Title: **Region 1 Transportation Alternatives (TA) Pool**

Project Type: Bicycle and Pedestrian Projects (New)

TIP-ID: 2018-002

STIP-ID:

Open to Public:

Sponsor: CDOT Region 1

Project Scope

Pool contains **TA** funds and projects selected by CDOT Region 1.

Affected County(ies)

Adams
Arapahoe
Broomfield
Denver
Douglas
Jefferson



2018-2021 Transportation Improvement Program (TIP) Project Changes from Public Hearing Draft to Action Draft

9. **2018-004:** Add a new TIP project pool as the result of one new FTA 5339 project that was recently selected for funding.

New Project

Title: **Transit Capital Program (FTA 5339)**

Project Type: **Transit Vehicles**

TIP-ID: **2018-004**

STIP-ID:

Open to Public:

Sponsor: **CDOT**

Project Scope

Expend 5339 grant funds on capital transit for urbanized areas.



Affected County(ies)

Regional

All pool project funding depicts federal and/or state funding only.

Facility Name	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)	Facility Name (Cont)	Start-At and End-At	Cost (1,000s)
Via	Electric Charging Station (FY17 Small Urban)	\$120						
Amounts in \$1,000s	Prior Funding	FY18	FY19	FY20	FY21	Future Funding	Total Funding	
Federal (5339)		\$120	\$0	\$0	\$0			
State		\$0	\$0	\$0	\$0			
Local		\$30	\$0	\$0	\$0			
Total		\$0	\$150	\$0	\$0	\$0	\$150	

10. **TIP Document Text:** Changed numerous "Transportation Alternatives Program (TAP)" funding program references to "Transportation Alternatives (TA)".
11. **Appendix B: Rollover List:** a) Added TIP ID 2012-082, and b) replaced TIP ID 2012-080 with an updated version.
12. **Table 1, Table 2, Appendix A, Appendix C:** Updated to reflect the project changes listed above in #'s 1-9.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATE OF COLORADO

BOARD OF DIRECTORS

RESOLUTION NO. _____, 2017

A RESOLUTION TO ADOPT THE 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM AND THE ASSOCIATED DRCOG CO AND PM 10 CONFORMITY DETERMINATION AND THE DENVER SOUTHERN SUBAREA 8-HOUR OZONE CONFORMITY DETERMINATION, CONCURRENTLY.

WHEREAS, the Denver Regional Council of Governments, as the Metropolitan Planning Organization, is responsible for the operation and maintenance of the continuing transportation planning process within the Denver Transportation Management Area designed to prepare and adopt transportation plans and programs; and

WHEREAS, this transportation planning process is carried out by the Denver Regional Council of Governments through a cooperative agreement with the Regional Transportation District and the Colorado Department of Transportation; and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) of 2015 requires that a Transportation Improvement Program identifying projects for which federal funds will be spent be prepared; and

WHEREAS, a Transportation Improvement Program containing highway, transit, bicycle, and pedestrian improvements expected to be carried out in the period 2018 through 2021 with reasonably anticipated revenues has been prepared through the transportation planning process; and

WHEREAS, Section 176(c)(3) of the federal Clean Air Act as amended requires that the Metropolitan Planning Organization not give its approval to a transportation plan or program unless such plan or program conforms to an approved or promulgated state implementation plan for air quality; and

WHEREAS, an analysis of the *2018-2021 Transportation Improvement Program* has been prepared consistent with the requirements of the Clean Air Act, as amended, and regulations promulgated by the U. S. Environmental Protection Agency; and

WHEREAS, this analysis found that the *2018-2021 Transportation Improvement Program* conforms to the state implementation plan for air quality; and

WHEREAS, a public hearing before the Denver Regional Council of Governments was held on March 15, 2017 and comments received on the *2018-2021 Transportation Improvement Program* were addressed; and

A RESOLUTION TO ADOPT THE 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM AND THE ASSOCIATED DRCOG CO AND PM 10 CONFORMITY DETERMINATION AND THE DENVER SOUTHERN SUBAREA 8-HOUR OZONE CONFORMITY DETERMINATION, CONCURRENTLY.

Resolution No. _____, 2017

Page 2

WHEREAS, the Transportation Advisory Committee and the Regional Transportation Committee have recommended that the Board of Directors adopt the *2018-2021 Transportation Improvement Program* and associated air quality conformity determinations.

NOW, THEREFORE, BE IT RESOLVED that, pursuant to its *Articles of Association*, and the authority granted under sections 30-28-106 and 43-1-1101 through 1105 of the Colorado Revised Statutes, as the Metropolitan Planning Organization for the Denver Region, the Denver Regional Council of Governments hereby adopts the *2018-2021 Transportation Improvement Program*.

BE IT FURTHER RESOLVED that the Board of Directors of the Denver Regional Council of Governments, and as the Metropolitan Planning Organization, hereby determines that the *2018-2021 Transportation Improvement Program* conforms to the applicable implementation plans approved or promulgated under the Clean Air Act, as amended, by virtue of the demonstrations incorporated in the associated *DRCOG CO and PM-10 Conformity Determination* and the *Denver Southern Subarea 8-hour Ozone Conformity Determination*, concurrently.

RESOLVED, PASSED AND ADOPTED this _____ day of _____, 2017 at Denver, Colorado.

Bob Roth, Chair
Board of Directors
Denver Regional Council of Governments

ATTEST:

Douglas W. Rex, Acting Executive Director

ATTACH F

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Acting Executive Director
303-480-6747 or drex@drcoog.org

Meeting Date	Agenda Category	Agenda Item #
April 19, 2017	Action	13

SUBJECT

This action appoints two members and a minimum of four alternates to the DRCOG Regional Transportation Committee.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends appointing two members and a minimum of four alternates to the Regional Transportation Committee.

ACTION BY OTHERS

N/A

SUMMARY

In 1977 when Governor Lamm designated DRCOG as the region's Metropolitan Planning Organization (MPO), he stipulated CDOT, RTD, and DRCOG were to agree as to how all of the organizations would participate in the transportation planning process. The agreement that was reached culminated in a Memorandum of Agreement (MOA) and established the Regional Transportation Committee (RTC). The MOA stipulates the RTC is comprised of representatives of all 3 agencies. Further, the MOA stipulates both the RTC and the DRCOG Board of Directors must concur on transportation planning and funding decisions.

The RTC description states DRCOG membership on RTC is designated as follows: *"Board Chairman and Vice Chairman, and two designees from the Board, and the Executive Director."* The use of alternates is also guided by the Committee description and states *"Each agency shall designate annually, in writing to the chairman, standing alternates (board members/commissioners and staff)."*

Annually, the Board appoints two members to serve on the RTC. The Board also appoints at least four of its members to serve as alternates on the RTC.

The RTC meets the Tuesday of each month immediately prior to the Board meeting at 8:30 a.m., with a DRCOG member/attending alternate briefing at 8 a.m.

- Current members of RTC are:
 - Ron Rakowsky
 - Ashley Stolzmann

- Current alternates of RTC are:
 - George Teal
 - Shakti
 - Elise Jones
 - Anthony Graves
 - Jackie Millet

Director Rakowsky has expressed interest in continuing as a member of the committee. Director Stolzmann has asked to be replaced as the member. Directors Teal, Williams, and O'Dorisio expressed interest in serving as a member.

Director Jones expressed interest in continuing as an alternate on the committee. No other currently designated alternates expressed interest in continuing.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to designate Regional Transportation Committee Members (2) and Alternates (at least 4)

ATTACHMENTS

1. Current Board member list
2. Current Regional Transportation Committee Description

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Acting Executive Director, at 303-480-6747 or drex@drcog.org.

BOARD OF DIRECTORS
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Apr 19, 2017

Executive Committee

Bob Roth, Chair
Herb Atchison, Vice Chair
Bob Fifer, Secretary
John Diak, Treasurer
Elise Jones, Immediate Past Chair

<u>Jurisdiction</u>	<u>Member</u>	<u>Alternate</u>
ADAMS COUNTY	Eva Henry Commissioner 4430 S. Adams Co. Pkwy, Ste C5000A Brighton, CO 80601 (720) 523-6100 ehenry@adcogov.org	Steve O'Dorisio Commissioner 4430 S. Adams Co. Pkwy, Ste. C5000A Brighton, CO 80601 (720) 523-6100 sodorisio@adcogov.org
ARAPAHOE COUNTY	Jeff Baker Commissioner 5334 S. Prince St. Littleton, CO 80120 (303) 795 4630 jbaker@arapahoegov.com	Bill Holen Commissioner 5334 S. Prince St. Littleton, CO 80120 (303) 795-4530 bholen@arapahoegov.com
BOULDER COUNTY	Elise Jones Commissioner P.O. Box 471 Boulder, CO 80306 (303) 441-3491 ejones@bouldercounty.org	Deb Gardner Commissioner P.O. Box 471 Boulder, CO 80306 (303) 441-3500 dgardner@bouldercounty.org
BROOMFIELD, City & County	David Beacom Council Member 13704 Stone Cr., #102 Broomfield, CO 80023 (303) 453-6710 dbeacom@broomfieldcitycouncil.org	Greg Stokes Mayor Pro Tem 14140 Fairway Ln. Broomfield, CO 80020 (303) 466-6710 gstokes@broomfieldcitycouncil.org
CLEAR CREEK COUNTY	Randy Wheelock Commissioner 405 Argentine St. Georgetown, CO 80444 (303) 679-2312 rwheelock@co.clear-creek.co.us	Sean Wood Commissioner 405 Argentine St. Georgetown, CO 80444 (303) 679-2312 swood@co.clear-creek.co.us

Jurisdiction

DENVER, City & County

Member

Crissy Fanganello
Director of Transportation
200 W. Colfax Ave.
Denver, CO 80202
(720) 865-3026
crissy.fanganello@denvergov.org

Alternate

Anthony Graves
Director of Regional Affairs
1437 Bannock St., Rm 350
Denver, CO 80202
(720) 865-9086
anthony.graves@denvergov.org

Robin Kniech
Council Member
City & County Bldg., Rm 432
1437 Bannock
Denver, CO 80202
(720) 337-7712
Robin.kniech@denvergov.org

Kevin Flynn
Council Member
3100 S. Sheridan Blvd., Unit D
Denver, CO 80227
(720) 337-2222
Kevin.flynn@denvergov.org

DOUGLAS COUNTY

Roger Partridge
Commissioner
100 Third St.
Castle Rock, CO 80104
(303) 660-7401
rpartrid@douglas.co.us

Dave Weaver
Commissioner
100 Third St.
Castle Rock, CO 80104
(303) 660-7453
dweaver@douglas.co.us

GILPIN COUNTY

Gail Watson
Commissioner
P.O. Box 366
Central City, CO 80427
(303) 582-5214
gwatson@co.gilpin.co.us

JEFFERSON COUNTY

Libby Szabo
Commissioner
100 Jefferson County Pkwy.
Golden, CO 80419
(303) 271-8525
Commish1@jeffco.us

Casey Tighe
Commissioner
100 Jefferson County Pkwy.
Golden, CO 80419
(303) 271-8525
Commish2@jeffco.us

CITIES AND TOWNS

ARVADA, City of

Bob Fifer
Mayor Pro Tem
P.O. Box 8101
Arvada, CO 80001
(720) 898-7000
bfifer@arvada.org

John Marriott
Council Member
P.O. Box 8101
Arvada, CO 80001
(720) 273-3912
jmarriott@arvada.org

Jurisdiction

Member

Alternate

AURORA, City of

Bob Roth
Council Member
15151 E. Alameda Pkwy, 5th Floor
Aurora, CO 80012
(303) 739-7510
broth@auroragov.org

Renie Peterson
Council Member
15151 E. Alameda Pkwy., 5th Floor
Aurora, CO 80012
(303) 739-7508
rrpeters@auroragov.org

BENNETT, Town of

Larry Vittum
Trustee
355 4th St.
Bennett, CO 80102
(303) 644-3249
lvittum@bennett.co.us

BLACK HAWK, City of

David Spellman
Mayor
Box 68
Black Hawk, CO 80422
(303) 582-5221

BOULDER, City of

Aaron Brockett
Council Member
P.O. Box 791
Boulder, CO 80306
(720) 984-1863
brocketta@bouldercolorado.gov

Matt Appelbaum
Council Member
P.O. Box 791
Boulder, CO 80306
(303) 499-8970
appelbaumm@bouldercolordo.gov

BOW MAR, Town of

Anne Justen
Trustee
5395 Lakeshore Dr.
Bow Mar, CO 80123
(303) 794-6065
annejusten@comcast.net

BRIGHTON, City of

Lynn Baca
Council Member
500 S. 4th Ave.
Brighton, CO 80601
(303) 655-2043
lbaca@brightonco.gov

Rex Bell
Council Member
500 S. 4th Ave.
Brighton, CO 80601
(303) 655-2043
rbell@brightonco.gov

CASTLE PINES City of

Tera Radloff
Council Member
360 Village Square Ln, Ste B
Castle Pines, CO 80108
(303) 705-0218
Tera.radloff@castlepinesgov.com

Geoff Blue
Council Member
360 Village Square Ln., Ste B
Castle Pines, CO 80108
(303) 705-0219
Geoff.blue@castlepinesgov.com

Jurisdiction

CASTLE ROCK,
Town of

Member

George Teal
Council Member
100 Wilcox St.
Castle Rock, CO 80104
(303) 660-1371
gteal@crgov.com

Alternate

Jason Bower
Council Member
100 Wilcox St.
Castle Rock, CO 80104
(303) 660-1384
jbower@crgov.com

CENTENNIAL,
City of

Doris Truhlar
Council Member
13133 E. Arapahoe Rd.
Centennial, CO 80112
(720) 934-4645
dtruhlar@centennialco.gov

Carrie Penaloza
Council Member
13133 E. Arapahoe Rd.
Centennial, CO 80112
(303) 754-3359
cpenaloza@centennialco.gov

CENTRAL CITY,
City of

CHERRY HILLS
VILLAGE, City of

Laura Christman
Mayor
2450 E. Quincy Ave.
Cherry Hills Village, CO 80113
303-783-2782
lchristman@cherryhillsvillage.com

Earl Hoellen
Mayor Pro Tem
2450 E Quincy Avenue
Cherry Hills Village, CO 80113
303-783-2782
ehoellen@cherryhillsvillage.com

COLUMBINE
VALLEY, Town of

Richard Champion
Mayor
2 Middlefield Rd.
Columbine Valley, CO 80123
(303) 795-1434
(303) 795-7325 FAX
minappcri@comcast.net

Gale Christy
Trustee
2 Middlefield Rd.
Columbine Valley, CO 80123
(303) 794-5531
(303) 795-7325 FAX
galechristy@comcast.net

COMMERCE
CITY, City of

Rick Teter
Council Member
7887 E. 60th Ave.
Commerce City, CO 80022
(303) 227-8808
rteter@c3gov.com

Jurisdiction

Member

Alternate

DACONO, City of

Debbie Nasta
Council Member
512 Cherry St.
Dacono, CO 80514
(303) 833-2317
debbie.nasta@cityofdacono.com

Kathryn Wittman
Council Member
512 Cherry St.
Dacono, CO 80514
(303) 833-2317
kathryn.wittman@cityofdacono.com

DEER TRAIL,
Town of

VACANT

EDGEWATER,
City of

Steve Conklin
Council Member
2500 Fenton St.
Edgewater, CO 80214
(303) 909-0479
sconklin@edgewaterco.com

Kara Swanson
Council Member
2422 Otis Ct.
Edgewater, CO 80214
(303) 378-9237
kswanson@edgewaterco.com

EMPIRE, Town of

VACANT

ENGLEWOOD,
City of

Joe Jefferson
Mayor
1000 Englewood Pkwy.
Englewood, CO 80110
(720) 373-5639
jjefferson@englewoodgov.org

Steve Yates
Council Member
1000 Englewood Pkwy.
Englewood, CO 80110
(303) 720-9817
syates@englewoodgov.org

ERIE, Town of

Geoff Deakin
Trustee
P.O. Box 750
Erie, CO 80416
(303) 926-2777 ext 6
gdeakin@erieco.gov

Mark Gruber
Mayor Pro Tem
P.O. Box 750
Erie, CO 80416
(720) 383-4212
mgruber@erieco.gov

FEDERAL
HEIGHTS, City of

Daniel Dick
Mayor
2380 W. 90th Ave.
Federal Heights, CO 80260
(720) 785-3983
ddick@fedheights.org

Carolyn Scharf
Council Member
2380 W. 90th Ave.
Federal Heights, CO 80260
cscharf@fedheights.org

FOXFIELD, Town
of

Lisa Jones
Mayor
7203 S. Uravan Ct.
Foxfield, CO 80016
(303) 690-5035
Lljones01@comcast.net

Jurisdiction
FREDERICK,
Town of

Member
Laura Brown
Mayor Pro Tem
401 Locust St., PO Box 435
Frederick, CO 80530
(720) 382-5502
lbrown@frederickco.gov

Alternate

GEORGETOWN,
Town of

Lynette Kelsey
Selectman
P.O. Box 4265
Georgetown, Co 80444
(303) 679-2343
selectmen.lynettekelsey@earthlink.net

Henry Ehrgott
Selectman
P.O. Box 426
Georgetown, CO 80444
(720) 490-4362
selectman.henryehrgott@earthlink.net

GLENDALE,
City of

Scott Norquist
Council Member
950 S. Birch St.
Glendale, CO 80246
(303) 759-1513
snorquist@glendale.co.us

Storm Gloor
Council Member
950 S. Birch St.
Glendale, CO 80246
(303) 759-1513
sgloor@glendale.co.us

GOLDEN, City of

Saoirse Charis-Graves
Council Member
911 10th St.
Golden, CO 80401
(303) 709-7529
Scharis-graves@cityofgolden.net

Casey Brown
Council Member
911 10th St.
Golden, CO 80401
(303) 900-2003
cbrown@cityofgolden.net

GREENWOOD
VILLAGE, City of

Ron Rakowsky
Mayor
6060 S. Quebec St.
Greenwood Village, CO 80111
(303) 773-0252
rrakowsky@greenwoodvillage.com

TJ Gordon
Council Member
6060 S. Quebec St.
Greenwood Village, CO 80111
(303) 804-4132
tgordon@greenwoodvillage.com

IDAHO SPRINGS,
City of

Mike Hillman
Mayor
P.O. Box 329
Idaho Springs, CO 80452
(303) 567-4421
mayor@idahospringsco.com

LAFAYETTE,
City of

Brad Wiesley
Council Member
1290 S. Public Rd.
Lafayette, CO 80026
(303) 884-2200
brad.wiesley@cityoflafayette.com

Stephanie Walton
Council Member
1290 S. Public Rd.
Lafayette, CO 80026
(720) 593-0026
stephanie.walton@cityoflafayette.com

Jurisdiction
LAKEWOOD,
City of

Member
Shakti
Council Member
480 S. Allison Pkwy.
Lakewood, CO 80226
(303) 987-7740
shakti@lakewood.org

Alternate
Dana Gutwein
Council Member
480 S. Allison Pkwy.
Lakewood, CO 80226
(720) 234-8584
dgutwein@lakewood.org

LARKSPUR,
Town of

Gerry Been
Mayor
9524 Spruce Mountain Rd.
P.O. Box 310
Larkspur, CO 80118
(303) 681-2324
gerrybeen@yahoo.com

Isaac Levy
Council Member
9216 Douglas Blvd.
P.O. Box 343
Larkspur, CO 80118
(303) 681-9333
customer.service@masonicexchange.com

LITTLETON,
City of

Phil Cernanec
Council Member
2255 W. Berry Ave.
Littleton, CO 80120
(720) 254-6097
cernanec@yahoo.com

Bruce Beckman
Mayor
2255 W. Berry Ave.
Littleton, CO 80120
(303) 347-9141
bbeckman@littletongov.org

LONE TREE,
City of

Wynne Shaw
Council Member
9220 Kimmer Dr., Ste 100
Lone Tree, CO 80124
(303) 708-1818
Wynne.shaw@cityoflonetree.com

Jackie Millet
Mayor
9220 Kimmer Dr., Ste. 100
Lone Tree, CO 80124
(303) 748-2383
Jackie.millet@cityoflonetree.com

LONGMONT,
City of

Joan Peck
Council Member
350 Kimbark St.
Longmont, CO 80501
(303) 774-3619
Joan.peck@longmontcolorado.gov

Gabe Santos
Council Member
350 Kimbark St.
Longmont, CO 80501
(303) 651-8601
Gabe.santos@longmontcolorado.gov

LOUISVILLE,
City of

Ashley Stolzmann
Council Member
749 Main St.
Louisville, CO 80027
(303) 335-4533
ashleys@louisvilleco.gov

Bob Muckle
Mayor
749 Main St.
Louisville, CO 80027
(303) 335-4533
bobm@louisvilleco.gov

LYONS, Town of

Connie Sullivan
Mayor
P.O. Box 49
Lyons, CO 80540
(303) 823-6622
csullivan@townoflyons.com

Dan Greenberg
Mayor Pro Tem
P.O. Box 49
Lyons, CO 80540
(303) 823-6622
dgreenberg@townoflyons.com

Jurisdiction

Member

Alternate

MEAD, Town of

Colleen Whitlow
Trustee
P.O. Box 626
Mead, CO 80542
(970) 535-4477
cwhitlow@townofmead.org

Joyce Palaszewski
Trustee
P.O. Box 626
Mead, CO 80542
(970) 535-4477
jpalaszewski@townofmead.org

MORRISON,
Town of

Debora Jerome
Trustee
P.O. Box 1
Morrison, Co 80465
(303) 697-8749
djerome@town.morrison.co.us

Sean Forey
Trustee
321 Highway 8
Morrison, CO 80465
(303) 697-8752
seanforey@me.com

NEDERLAND,
Town of

Kris Larsen
Mayor
P.O. Box 396
Nederland, CO 80466
(303)
kristopherl@nederlandco.org

NORTHGLENN,
City of

Kyle Mullica
Council Member
P.O. Box 330061
Northglenn, CO 80233
(303) 847-2225
kmullica@northglenn.org

Jordan Sauers
Council Member
P.O. Box 330061
Northglenn, CO 80233
(720) 936-3442
jsauers@northglenn.org

PARKER, Town of

John Diak
Council Member
20120 E. Mainstreet
Parker, CO 80134
(303) 841-0353
jdiak@parkeronline.org

Josh Rivero
Council Member
20120 E. Mainstreet
Parker, CO 80138
(303) 841-0353
jrivero@parkeronline.org

SHERIDAN,
City of

Sally Daigle
Council Member
3811 S. Julian St.
Sheridan, CO 80236
(720) 630-7759
(303) 250-9842
sdaigle@ci.sheridan.co.us

Gary Howard
Council Member
3807 S. Julian St.
Sheridan, CO 80236
(303) 781-4122
(720) 514-2184
ghoward@ci.sheridan.co.us

SILVER PLUME,
Town of

VACANT

Jurisdiction

SUPERIOR,
Town of

Member

Rita Dozal
Trustee
124 E. Coal Creek Dr.
Superior, CO 80027
(303) 499-3675
ritad@superiorcolorado.gov

Alternate

Mark Lacis
Trustee
124 E. Coal Creek Dr.
Superior, CO 80027
(303) 499-3675
markl@superiorcolorado.gov

THORNTON,
City of

Heidi Williams
Mayor
9500 Civic Center Dr.
Thornton, CO 80229
(303) 538-7513
Heidi.williams@cityofthornton.net

Eric Montoya
Mayor Pro Tem
9500 Civic Center Dr.
Thornton, CO 80229
(303) 538-7536
eric.montoya@cityofthornton.net

WESTMINSTER,
City of

Herb Atchison
Mayor
4800 W. 92nd Ave.
Westminster, CO 80031
(303) 915-5625
hatchison@cityofwestminster.us

Emma Pinter
Councilor
4800 W. 92nd Ave.
Westminster, CO 80031
(303) 239-2053
epinter@cityofwestminster.us

WHEAT RIDGE
City of

Joyce Jay
Mayor
4435 Carr St.
Wheat Ridge, CO 80033
(303) 420-8533
Meljay831@aol.com

GOVERNOR'S NON-VOTING APPOINTEES TO THE DRCOG BOARD:

Adam Zarrin
Policy Advisor
Office of the Governor
126 Capitol Bldg.
Denver, CO 80203
zarrinac@gmail.com

Debra Perkins-Smith
Director, Div. of Trans. Dev.
Colorado Dept of Transportation
4201 E. Arkansas Ave.
Denver, CO 80222
Debra.perkins-smith@dot.state.co.us

RTD NON-VOTING APPOINTEE TO THE DRCOG BOARD

Bill Van Meter
Asst. General Manager for Planning
1600 Blake St.
Denver, CO 80202
Bill.vanmeter@rtd-denver.com

REGIONAL TRANSPORTATION COMMITTEE

Type: Standing Committee

Authority: Memorandum of Agreement between DRCOG, the Colorado Department of Transportation, and the Regional Transportation District, dated July 10, 2001.
Modified by the three agencies, June 17, 2008
Revised September 21, 2016

MEMBERSHIP

Sixteen members as follows:

Denver Regional Council of Governments - Board chair and vice chair, and two designees from the Board, and the Executive Director.

Colorado Department of Transportation - Three metro area Transportation Commissioners and the Executive Director.

Regional Transportation District - Three Board members and the General Manager.

Other Members - Three members appointed by the Committee chair upon unanimous recommendation of the Executive Directors of DRCOG, CDOT and the General Manager of RTD. The DRCOG Executive Director will consult with the Committee chair prior to the three agency executives forming a recommendation.

USE OF ALTERNATES

It is the clear goal of the Committee to minimize use of alternates. However, recognizing that there will be times when it is inevitable that members cannot attend, alternates will be allowed on the following basis:

- Each agency shall designate annually, in writing to the chair, standing alternates (board members/commissioners and staff).
- No more than two staff (members or designated alternates) from each agency can vote on any given issue.
- The appropriate level of staff that can be designated as alternates are:
 - DRCOG: Division Directors
 - CDOT: Regional Transportation Directors or equivalent or above
 - RTD: Senior Managers of planning and development or above
- No alternates are permitted for the Other Members.
- No proxies are permitted.
- The new Immediate Past Chair of DRCOG shall serve as an alternate until the DRCOG Board acts to designate new alternates after the February Board elections.

RESPONSIBILITIES

Through the Regional Transportation Committee, DRCOG, as the Metropolitan Planning Organization (MPO), administers the urban transportation planning process for the region in accordance with *The Prospectus - Transportation Planning in the Denver Region* and applicable federal regulations. Accordingly, the responsibilities of the Regional Transportation Committee shall include:

- Overall direction of current work activities established by the Unified Planning Work Program.
- Review and approval of items to be submitted to the DRCOG Board of Directors, as the MPO policy body, for adoption.
- Approval of plans, programs, documents and annual endorsements related to surface transportation as outlined in the Memorandum of Agreement. Should the DRCOG Board approve a policy action that differs from the Regional Transportation Committee's recommendation, the action shall be referred back to the Committee for reconsideration.

QUORUM

Twelve members, or designated alternates.

VOTING

Twelve votes are required to carry any action.

OTHER

DRCOG representatives will attend a briefing with the DRCOG Executive Director immediately prior to the regularly scheduled RTC meeting.

ATTACH G

To: Chair and Members of the Board of Directors

From: Doug Rex, Director, Transportation Planning & Operations
303-480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 19, 2017	Action	14

SUBJECT

This item is related to providing administrative services for the Colorado Association of Regional Councils.

PROPOSED ACTION/RECOMMENDATIONS

Staff recommends the Board authorize DRCOG to provide administrative oversight and services to Colorado Association of Regional Councils (CARO) and accept reimbursement from CARO for DRCOG staff time and expenses related to such administrative support.

ACTION BY OTHERS

N/A

SUMMARY

DRCOG was a founding member of the Colorado Association of Regional Organizations (CARO) and has been a member in good standing since its inception. Administrative oversight and support was most recently provided by the Pikes Peak Area Council of Governments (PPACG) with their Executive Director serving as CARO Chairman. With recent turnover of PPACG staff and the recent election of a new chairperson for CARO, PPACG is not able to continue providing administrative support. The new chairperson from Southwest Colorado Council of Governments lacks staff capacity to provide administrative support and oversight.

To provide for stability for the organization, DRCOG offered to explore serving in that role. After discussions with DRCOG's Acting Executive Director, the Administrative Officer, and attorney, the recommendation was to seek Board approval for establishing the administrative oversight and support for CARO as a new DRCOG program. It is anticipated that once transfer of documents and responsibility has been accomplished that this program will not require much staff time and attention. The annual budget of CARO has typically been \$30,000 or less. The group usually holds quarterly meetings around the state.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

Move to authorize DRCOG to provide administrative oversight and services to Colorado Association of Regional Councils (CARO) and accept reimbursement from CARO for DRCOG staff time and expenses related to such administrative support.

ATTACHMENT

N/A

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Acting Executive Director, at 303-480-6747 or drex@drcoq.org; or Dr. Flo Raitano, Director of Partnership Development and Innovation, at 303-480-6789 or fraitano@drcoq.org.

ATTACH H

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Director, Transportation Planning & Operations
(303) 480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 19, 2017	Action	15

SUBJECT

This item concerns updates to the status of bills previously acted on by the Board at its March meeting.

PROPOSED ACTION/RECOMMENDATIONS

No action requested.

ACTION BY OTHERS

N/A

SUMMARY

The attached matrix updates the status of all bills previously acted upon by the Board as of April 12. Staff can provide more detailed updates on the bills as requested by the Board.

PREVIOUS DISCUSSIONS/ACTIONS

The Board took positions on these bills at previous Board meetings.

PROPOSED MOTION

N/A

ATTACHMENT

Status of Bills—2017 Session

ADDITIONAL INFORMATION

Should you have any questions regarding the bills, please contact Douglas W. Rex, Director, Transportation Planning & Operations, at 303-480-6747 or drex@drcog.org; or Rich Mauro, Senior Policy & Legislative Analyst, at 303-480-6778 or rmauro@drcog.org.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
AGING BILLS							
SB 011	Study Transportation Access For People With Disabilities - The bill creates a technical demonstration forum to study and document how advanced technologies can improve transportation access for people with disabilities.	Lambert/ Lawrence	Signed by the Governor	Monitor	FN	To demonstrate the transportation access needs of people with disabilities in both urban and rural areas of the state, the forum is directed to study the transportation access needs of people with disabilities in El Paso and Teller counties and explore technological and transportation business solutions that could increase transportation access for people with disabilities in those areas.	DRCOG supports the following: A system that effectively and efficiently coordinates the resources and delivery of transportation services between providers, the federal government, counties, RTD, and the state; increased funding for transportation services for older adults and persons with disabilities; and increased state funding for Medicaid transportation services for older adults and persons with disabilities.
HB 1087	Public Guardianship Pilot Program - The bill creates the office of public guardianship as a pilot program within the Judicial Department to provide legal guardianship services to indigent and incapacitated adults who have no responsible family members or friends who are available and appropriate to serve as a guardian; and lack adequate resources to compensate a private guardian and pay the costs and fees associated with an appointment proceeding.	Young/ Lundberg	Passed the House	Support	FN	This bill addresses a need in the care industry that has been a concern for a long time. It is the result of a stakeholder process that has been working since a report on the issues in 2014. The pilot program will operate in three judicial districts - Ninth (Denver), Seventh (Montrose) and Sixteenth (Otero).	DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers.

NOTE: "FN" indicates a link to the bill's fiscal note when available.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1191	<p>Demographic Notes for Certain Legislative Bills - The bill requires the staff of the legislative council to prepare demographic notes on legislative bills in each regular session of the general assembly. The speaker of the house of representatives, the minority leader of the house of representatives, the president of the senate, and the minority leader of the senate are authorized to request 5 demographic notes each, or more at the discretion of the director of research of the legislative council. A demographic note is defined as a note that uses available data to outline the potential disparate effects of a legislative measure on various populations within the state.</p>	KC Becker & Herod/	House Appropriations	Support	NA	<p>This bill relates to the fiscal notes for bills produced by Legislative Council Staff. Populations affected may be identified by race, gender, disability, age, geography, income, or any other relevant characteristic for which data are available. Legislative Council Staff has estimated they would hire one FTE to implement the bill. DRCOG staff is interested in supporting this bill because it could result in additional useful information being provided about the effects (positive or negative) of certain bills. For example, such evaluation could relate to the effects of legislation on older adults, transportation corridors, or the metro area.</p>	<p>It is appropriate for state agencies to ensure that actions they take affecting the region are consistent with regionally derived solutions and the adopted Metro Vision plan.</p>

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1253	<p>Protect Seniors From Financial Abuse - The bill requires licensed securities professionals (broker-dealer or investment adviser) to report to the state Commissioner of Securities if, while acting within the scope of their employment, they reasonably suspect that an elderly or at-risk person is the subject of financial exploitation. The commissioner is required to forward the report to local law enforcement and to the Department of Human Services. The commissioner has access to records to conduct an investigation, but the records are not subject to an open records request. The bill also authorizes the securities professional to notify any third party designated by or associated with the elderly or at-risk person of any suspected financial exploitation. It also authorizes the broker-dealer or investment adviser to delay disbursement of a transaction that might result in financial exploitation. The bill provides immunity to qualified individuals, broker-dealers, and investment advisers making reports, disclosures, or delaying disbursements.</p>	Danielson/ Crowder	Senate Finance	Support	NA	<p>DRCOG has been supportive of previous legislation on mandatory reporting of abuse of at-risk adults. According to the 2010 Investor Protection Trust Elder Fraud Survey, one out of every five citizens sixty-five years of age or older has been victimized by a financial fraud, making financial exploitation the fastest-growing category of elder abuse in many states. This act is modeled on legislation proposed by the North American Securities Administrators Association. To be successful in combating financial exploitation, state securities officials must be made aware of the exploitation at the time that it occurs. Mandatory reporting by persons licensed by the state ensures that state officials are alerted to cases of potential financial exploitation as early as possible, when intervention may be able to prevent harm or limit the damage to victims of financial exploitation. A mandatory reasonable-belief reporting requirement, coupled with immunity for reporting, provides an appropriate balance of incentives to encourage licensed securities professionals to report potential financial exploitation.</p>	<p>DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers.</p>

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1264	<p>Local PACE Ombudsman - The bill establishes a local PACE ombudsman function under the supervision of the state PACE Ombudsman. It provides for training, designation as representatives of the state office, access to PACE organizations and participants, authority to file complaints on behalf of PACE participants, and immunity from liability. The bill includes time frames for the state PACE ombudsman to complete its duties and functions, including establishing statewide policies and procedures for investigating and resolving complaints relating to PACE programs and training local PACE ombudsmen. The Department of Human Services shall report to the Joint Budget Committee and to its legislative committee of reference concerning the long-term care ombudsman program and the state PACE ombudsman program, including program caseloads and the need, if any, for additional local ombudsmen.</p>	Ginal & Lawrence/ Martinez Humenuk & Jahn	House Appropriations	Support	NA	<p>The existing Program of All-Inclusive Care for the Elderly (PACE) includes the state PACE ombudsman, which was established in SB 16-199. The bill adds local PACE ombudsmen to the state ombudsman's office (office). This bill is the result of a stakeholder process required under SB 16-199. The stakeholder group met during the summer 2016 and, on November 1, 2016, issued its recommendations for legislation to be introduced during the 2017 legislative session to establish a PACE ombudsman program at both the state and local level. DRCOG staff coordinated a subsequent stakeholder process to develop the legislation, obtained bill sponsors and worked with legislative staff to draft the bill. The fiscal note has not yet be produced. However, the stakeholder group recommended the local ombudsman program be staffed initially with six FTE.</p>	<p>DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers and, in particular, legislation strengthening the role of the long-term care ombudsman as a resident/consumer advocate. DRCOG urges the state, when making decisions regarding funding for long-term care communities, to structure such funding to protect the quality of care for residents.</p>

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1284	<p>Records Check For Employees Serving At-risk Adults - The bill establishes a state-level program (program) within the Department of Human Services for a check of the department's Colorado Adult Protective Services (CAPS) data system. Beginning January 1, 2019, the bill requires certain employers at facilities or programs that serve at-risk adults to request a CAPS check prior to hiring employees who will provide direct care, as defined in the bill, to at-risk adults. The list of employers required to request a CAPS check includes: health facilities licensed by the department of public health and environment; an adult day care facility; a community integrated health care service agency; a community-centered board or service agency; a county department for adult protective services employees; an area agency on aging; a facility operated by the department for persons with mental illness; a facility operated by the department for persons with developmental disabilities; and a veterans community living center.</p>	Lontine/ Gardner & Aguilar	House Health, Insurance & Environment	Support	NA	<p>Area Agencies on Aging, like DRCOG are covered under this bill. DRCOG already conducts records and background checks on AAA employees. The CAPS check verifies whether a person is substantiated in a case of mistreatment of an at-risk adult, as defined in the bill. The bill grants immunity from civil liability for employers who make an employment decision based upon the information obtained in the CAPS check, unless the employer knows that the information is false or acts with reckless disregard concerning the veracity of the information. The department is authorized to assess a fee for each CAPS check sufficient to cover certain expenses, including those related to the CAPS check. The department is required to provide training to county departments of human or social services relating to investigations, the accurate entry of documentation into CAPS, and confidentiality of information.</p>	<p>DRCOG supports increases in the quality of care and consumer protections for older adults and their caregivers.</p>

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
TRANSPORTATION BILLS							
HB 17-1018	<p>Extend Voter Approval Window For Regional Transportation Authority Mill Levy - Current law authorizes a regional transportation authority to seek voter approval for a uniform mill levy of up to 5 mills on all taxable property within its territory, but the authorization is scheduled to repeal on January 1, 2019. The bill extends the authorization until January 1, 2029.</p>	Mitsch Bush & Liston/ Gardner	Signed by the Governor	Support	FN	This bill was introduced last session but failed to pass. DRCOG supported the bill.	DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. DRCOG supports funding for programs that provide transportation for "access to jobs" for low-income workers who cannot afford to live near where they work, and for safe routes to schools.
HB 17-1031	<p>Hearings On Transportation Commission Districts - Transportation Legislation Review Committee. The bill requires the TLRC to meet 5 times before November 15, 2017, once in each geographic quadrant of the state and once in the Denver metropolitan area, to:</p> <ul style="list-style-type: none"> Make available to meeting attendees the 2016 Legislative Council Staff research study of changes to the state transportation commission districts since the boundaries of the districts were last redrawn in 1991; and Offer opportunities to members of the public to express their opinions regarding the districts or the research study and offer comments and suggestions regarding whether the districts should be modified. 	Carver & Mitsch-Bush/ Todd	House Appropriations	Monitor	FN	The 2016 report was prepared with the cooperation of CDOT as required by House Bill 16-103. This bill is the response of the TLRC to get public input. DRCOG had a position of "Actively Monitor" a similar bill last year.	DRCOG supports legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
SB 153	Southwest Chief And Front Range Passenger Rail Commission - The bill replaces the existing Southwest Chief rail line, the statutory authorization for which expires on 7-1-17, with an expanded Southwest Chief and Front Range Passenger Rail Commission (new commission).	Crowder & Garcia/ Esgar	House Transportation	Support	FN	The new commission must: assume the old commission's powers, duties and mission of preserving existing Amtrak rail line service in the state, extending such service to Pueblo, and exploring the benefits of extending such service to Walsenburg; and facilitate the future of front range passenger rail and specifically present to the legislature by 12-1-17, draft legislation to facilitate the development of a front range passenger rail system that provides passenger rail service in and along the interstate 25 corridor. MPOs, including DRCOG, have representation on the commission.	DRCOG supports legislation that reinforces collaboration between state and regional transportation agencies and recognizes their respective roles, responsibilities and interests.
HB 1151	Electrical Assisted Bicycles Regulation Operation - The bill defines 3 classes of electrical assisted bicycle, depending on their top speed and whether the electric motor assists in propulsion only while the rider is pedaling or propels the bicycle independently. It requires manufacturers to label electrical assisted bicycles as class 1, class 2, or class 3, as appropriate, and prohibits a person from modifying an electrical assisted bicycle without also relabeling it to accurately reflect its classification. It also requires all electrical assisted bicycles to comply with federal consumer product safety commission (CPSC) requirements and specified classes of electrical assisted bicycles to be equipped with appropriate braking systems and speedometers.	Hansen & Willett/ Kerr & Hill	Signed by the Governor	Monitor	FN	This bill removes electrical assisted bicycles from the definition of motor vehicle and defines an electrical assisted bicycle as a bicycle equipped with an electric motor not exceeding 750 watts of power. It makes anyone who violates the labeling and equipment provisions subject to a Class B traffic infraction, with a fine of \$15 and a surcharge of \$6. Local authorities may prohibit the operation of Class 1 or Class 2 electrical assisted bicycles on a bike or pedestrian path under its jurisdiction. According to the fiscal note, from February 2014 to February 2017, there were 60 convictions under the bicycle and personal mobility device equipment law. CML is neutral and CCI has no position.	DRCOG supports measures to improve safety for users of alternative modes, especially pedestrians and bicyclists.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1153	<p>Highway Congestion Mitigation - The bill clarifies that HOV lanes are lanes on which a vehicle carrying 2 or more individuals, including the driver, may travel and that HOV lanes are lanes on which a vehicle carrying fewer than 2 individuals, including the driver, must pay a toll. The bill also raises the priority of currently unfunded projects to expand the capacity of I-25 between Castle Rock and Monument and between SH-14 and SH-66 by requiring: • CDOT to put the high priority projects above all other unfunded projects on its priority list; • all federal money received by CDOT that the federal government does not require to be allocated for other projects and that CDOT has not previously allocated for other projects to be used to fund the high priority projects before being used to fund other projects; and • any environmental or other studies required to be completed before the projects may begin to be completed no later than 6 months following the effective date of the bill .</p>	Williams & McKean/ Gardner	Postponed Indefinitely House Transportation	Oppose	FN	This bill dedicates future federal funding solely to I-25 (outside of the planning process). CDOT says it would cause them to divert funding from maintenance of the system. It also changes the requirement for high occupancy vehicle lanes from 3+ persons in the vehicle to 2+ persons. this contradicts legal and contractual requirements on CDOT.	DRCOG supports regional and statewide efforts at consensus-building and will work to pursue multimodal transportation solutions. DRCOG supports using the regional and statewide transportation planning processes to explore and identify transportation solutions and will evaluate state legislative and administrative actions for consistency with this policy.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1171	<p>Authorize New Transportation Revenue Anticipation Notes - Requires the Transportation Commission to submit a ballot question to the voters at the November 2017 election which, if approved, would authorize the state to issue additional transportation revenue anticipation notes for the purpose of addressing critical priority transportation needs in the state; and dedicating ten percent of state sales and use tax net revenue for state transportation purposes and one percent of such revenue less ten million dollars for other capital construction purposes.</p>	Buck & Carver/	Postponed Indefinitely House State Affairs	Oppose	FN	<p>This bill is essentially the reinstatement of a statutory appropriation of General Fund revenues (sales tax) similar to Senate Bill 97-001. Ever since the SB-001 mechanism was repealed in 2009, DRCOG has expressed concerns about transportation funding bills, such as the TRANS bills of the last two years, that did not include new sources of revenue. Especially when the state is in TABOR rebate situation, removal of such a significant amount from the General Fund would mean major cuts in other programs, such as education, health care and possibly services for seniors.</p>	<p>DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system.</p>

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB1242	<p>New Transportation Infrastructure Funding Revenue - The bill requires a ballot question to be submitted to the voters at the November 2017 election seeking approval to increase the state sales and use tax by .62% for 20 years beginning in 2018. If the voters approve the increase, the new revenue generated is allocated solely for transportation infrastructure funding purposes, as follows: \$300 million annually to the state highway fund for use by CDOT; and of the remaining new revenue: 70% to counties and municipalities in equal total amounts; and 30% to a newly created multimodal transportation options fund. The Transportation Commission is to issue Transportation Revenue Anticipation Notes (TRANs Bonds) of a maximum amount of \$3.5 billion and a maximum repayment of \$5.0 billion. A Transportation Options Account and a Pedestrian and Active Transportation Account are created with no more than 75% of the revenue credited to the transportation options account and at least 25% of the revenue to the pedestrian and active transportation account.</p>	Duran & Mitsch Bush/ Grantham & Baumgardner	Senate Finance	Support	NA	<p>As introduced, the specific projects to be funded required to be included in the 2017 ballot information booklet. The revenue allocations to counties and municipalities are further allocated to each jurisdiction in accordance with existing statutory formulas used to allocate HUTF money. A Multimodal Transportation Option Committee (governor appointed from transit agencies, transportation planning agencies, local governments, and CDOT will allocate funding throughout the state. Funding will require an equal, local match. Preliminary estimates are that the tax increase will raise \$700 million. There have been many amendments to the bill both in the House and Senate and there will be more as the bill continues to move. Staff will provide an update on the bill's status at the Board meeting.</p>	<p>DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. DRCOG supports regional and statewide efforts at consensus-building and will work to pursue multimodal transportation solutions. DRCOG supports using the regional and statewide transportation planning processes to explore and identify transportation solutions and will evaluate state legislative and administrative actions for consistency with this policy.</p>

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
SB 205	<p>Multimodal Transportation Infrastructure Funding - This bill requires the state Transportation Commission to submit a ballot question to the voters at the November 2017, 2018. It would increase the state sales and use tax from 2.9% to 3.15% to back a new round of TRANS bonds, with a 20 year repayment period. Any money left over after paying the bonds must be used on state transportation projects. At least \$500 million of TRANS proceeds shall be used only for passenger rail service in the interstate 25 corridor and the remaining TRANS proceeds shall be used only to fund projects on CDOT's "priority list" (the Strategic Transportation Project Investment Program) for, which would include "at least ten percent for transit-related capital improvements."</p>	Kefalas/ Rosenthal	Postponed Indefinitely Senate Transportation	Monitor	NA	<p>This is the third transportation funding bill introduced so far and the second providing for a new round of TRANS bonding. The Board has opposed the other two bills - HB1153 and HB1171. One difference with this bill is it creates a new, dedicated funding source: an increase of .25% in the state sales tax. At the same time, House and Senate leadership are discussing the elements of a possible bipartisan bill to refer to the voters.</p>	<p>DRCOG supports legislation that promotes efforts to create and fund a multimodal transportation system. DRCOG supports regional and statewide efforts at consensus-building and will work to pursue multimodal transportation solutions. DRCOG supports using the regional and statewide transportation planning processes to explore and identify transportation solutions and will evaluate state legislative and administrative actions for consistency with this policy.</p>

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 213	<p>Automated Driving Motor Vehicles - Expressly authorizes the use of automated driving systems if the system is capable of conforming to every state and federal law applying to driving. If not, a person testing a system is required to coordinate with the Colorado state patrol and the Colorado Department of Transportation. Also declares that the regulation of automated driving systems is a matter of statewide concern, and, therefore, local authorities are prohibited from regulating these systems. Specifically, it prohibits municipalities from any actions that "burden, regulate or prohibit." Also clarifies that this law supersedes any authority otherwise granted to local governments under C.R.S. Section 42-4-111 which has to do with the general regulation of vehicles and traffic.</p>	Hill & Moreno/ Winter & Bridges	Passed Both Houses	Oppose w/o Amend.	NA	<p>A range of connected and autonomous vehicles are expected to soon be available to the public. While this raises the prospect for new and exciting mobility options, as these vehicles become commonplace, they may dramatically transform every aspect of livability in the communities in which they are driven – for better or for worse. While these vehicles bring the possibility of improved safety, reduced congestion, reduced parking demand and a route to faster adoption of electric vehicles, it has been suggested that these benefits could be undermined by widespread individual ownership and dramatic increases in vehicle miles traveled. CML has a position to oppose the bill unless amended on the basis the bill usurps local control. CCI has not taken up the bill yet. Also, staff has heard concerns the bill does not contain mechanisms to ensure or even encourage clean-fueled and safe vehicles that do not sacrifice the safety of other modes of travel, that are shared and accessible and that lead to a decrease in parking demand and vehicle miles driven when compared to conventional vehicles.</p>	<p>DRCOG supports building consensus among state, local and regional entities in developing and implementing new and existing programs and improved approaches to planning and service provision.</p>

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HOUSING BILLS							
SB 045	Construction Defect Claim Allocation Of Defense Costs - In a construction defect action in which more than one insurer has a duty to defend a party, the bill requires the court to apportion the costs of defense, including reasonable attorney fees, among all insurers with a duty to defend. An initial order apportioning costs must be made within 90 days after an insurer files its claim for contribution, and the court must make a final apportionment of costs after entry of a final judgment resolving all of the underlying claims against the insured. An insurer seeking contribution may also make a claim against an insured or additional insured who chose not to procure liability insurance for a period of time relevant to the underlying action. A claim for contribution may be assigned and does not affect any insurer's duty to defend.	Grantham & Williams A./ Duran & Wist	Senate Appropriations	Monitor	FN	This bill (sponsored by the President of the Senate and the Speaker of the House) is an attempt to reduce the insurance costs associated with owner-occupied affordable housing projects. The Metro Caucus had a discussion about the bill with the Speaker at its annual retreat where it was noted the bill does not address concerns with litigation issues.	DRCOG supports an adequate supply and mix of housing options, including actions to provide more accessible and obtainable housing options for older adults.
SB 155	Statutory Definition Of Construction Defect - The bill separately defines and clarifies the term "construction defect" in the "Construction Defect Action Reform Act".	Tate/ Saine	Senate Business, Labor & Technology	Monitor	FN	"Construction defect" is defined as a defect in the design or construction of any improvement to real property that causes any damages to, or the loss of use of, real or personal property; or personal injury.	DRCOG supports an adequate supply and mix of housing options, including actions to provide more accessible and obtainable housing options for older adults.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
SB 156	<p>Homeowners' Association Construction Defect Lawsuit Approval Timelines - The bill states that when the governing documents of a HOA require mediation or arbitration of a construction defect claim and the requirement is later amended or removed, mediation or arbitration is still required for a construction defect claim. The bill also adds to the disclosures required prior to the purchase and sale of property in a HOA, a notice that the community's governing documents may require binding arbitration of certain disputes.</p>	Hill/ Saine & Wist	House State Affairs	Monitor	FN	<p>Before a construction defect claim is filed on behalf of the association: the parties must submit the matter to mediation before a neutral third party; and the board must give advance notice to all unit owners, together with a disclosure of the projected costs, duration, and financial impact of the construction defect claim, and must obtain the written consent of the owners of units to which at least a majority of the votes in the association are allocated.</p>	<p>DRCOG supports an adequate supply and mix of housing options, including actions to provide more accessible and obtainable housing options for older adults.</p>

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1159	<p>Remedies for Forcible Entry and Detainer - The bill adds to the current descriptions of forcible detainer: the act of a person preventing an owner from access to or possession of property by locking or changing the lock on the property. The bill creates a procedure for the plaintiff to seek a temporary, mandatory injunction giving the plaintiff possession of the property if a complaint for forcible entry or detainer is filed. The procedure requires the plaintiff to store any personal property found on the property but allows the plaintiff to recover the costs of the storage. The bill establishes as new crimes related to forcible entry and detainer the crimes of unlawful occupancy and unlawful reentry.</p>	J. Becker/ Cooke	Housie Judiciary & House Appropriations	Oppose	FN	<p>Staff is concerned about the effect this bill could have on persons with disabilities and Older Coloradans. This bill allows a landlord to shortcut the eviction judicial process by obtaining a court order that would give the landlord possession of a property before a tenant can offer their perspective at an eviction hearing. It expands the legal definition of forcible entry and detainer. And it creates two new crimes—unlawful occupancy and unlawful reentry—that would be punishable by a fine as high as \$25,000. This bill seems odd as there already are laws to address both forcible entry and detainer and trespassing. It seems targeted at homeless squatters but also has raised concerns about adversely impacting domestic violence victims. A fast track eviction process would be particularly harmful for people who need time to gather medications or medical equipment, circumstance that could be life threatening. Also, find another accessible, affordable living space without notice is almost impossible.</p>	<p>DRCOG supports actions to provide more accessible and obtainable housing options for seniors.</p>
HB 1169	<p>Construction Defect Litigation Builder's Right To Repair - The bill clarifies that a construction professional has the right to receive notice from a prospective claimant concerning an alleged construction defect; to inspect the property; and then to elect to either repair the defect or tender an offer of settlement before the claimant can file a lawsuit seeking damages.</p>	Leonard/ Tate	Postponed Indefinitely House State Affairs	Monitor	FN	<p>This bill addresses on of the issues of concern regarding construction litigation.</p>	<p>DRCOG supports an adequate supply and mix of housing options, including actions to provide more accessible and obtainable housing options for older adults.</p>

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
OTHER BILLS							
SB 040	Public Access To Government Files - The bill modifies the Colorado Open Records Act (CORA) with respect to digital or electronic records. It requires custodians of public records to provide records in a structured data format, when requested. Structured data means digital data capable of being automatically read, processed, or manipulated by a computer, and it includes data in relational databases and spreadsheets. If digital records are searchable, custodians must provide them in that format, when requested. Nothing in the bill requires custodians to provide digital records in their native format, meaning the format in which they were created or are stored on the custodian's computer or server. The bill does provide certain exceptions.	Kefalas/ Pabon	House Finance	Monitor	FN	From DRCOG's attorney: Our main concern with this bill is the additional administrative burden it places on the custodian to provide structured data to requestors, or provide a declaration why the custodian is not able to provide the records in the requested format. The bill also authorizes a requestor to legally challenge an alleged failure to provide documents as structured data, and this is another type of claim for which there is a "one-way" attorney fee shifting provision against the public entity. Also, while the custodian is not required to convert a record into structured data or searchable format, the custodian must make inquiries within the agency to determine if this can be done. In a larger organization, this means the custodian may end up spending considerable time trying to track down whether a record exists in, or can be readily converted to, the requested form. DRCOG would have a right to charge a fee for "programming, coding, or custom search queries so as to convert a record into a structured data or searchable format," but the administrative burden in responding to structured data CORA requests may be significant.	No specific Board adopted policy. But DRCOG, as a public entity, is subject to CORA.
SB 057	Colorado Healthcare Affordability & Sustainability Enterprise - The bill creates the Colorado Healthcare Affordability and Sustainability Enterprise (enterprise) as a replacement for the current Hospital Provider Fee.	Guzman/	Postponed Indefinitely Senate Finance	Monitor	FN	The new enterprise would be exempt from TABOR and so long as it qualifies as a TABOR-exempt enterprise, fee revenue does not count against either the TABOR state fiscal year spending limit or the referendum C cap, the higher statutory state fiscal year spending limit established after the voters of the state approved referendum C in 2005. This would make additional revenues available for the state budget.	No specific Board policy on the Hospital Provider Fee issue but there are Board policies in support of increased funding for transportation and aging services.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

STATUS OF BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Position	FN	Staff Comments	Legislative Policy
HB 1187	<p>Change Excess State Revenues Cap Growth Factor - The bill modifies the excess state revenues cap by allowing an annual adjustment for an increase based on the average annual change of Colorado personal income over the last 5 years, rather than adjusting for inflation and population. Colorado personal income is the total personal income for Colorado as reported by the U.S. Department of Commerce. As the modification may increase the amount that the state retains and spends in a given fiscal year, the bill seeks voter approval for the change, as required by TABOR.</p>	Thurlow/ Crowder	Postponed Indefinitely Senate State Affairs	Monitor	FN	<p>This is a bill to change the TABOR spending calculation. It would replace the inflation + population growth formula with a rolling five year average of annual personal income growth. Proponents argue personal income is a better measure of growth or retraction in the economy. Opponents argue it is just a clever way to allow government to grow more. This change would only take affect if the voters approve it at the November 2017 election. CML supports it; CCI hasn't taken it up yet. The Denver Post has editorialized in support. The Denver Metro Chamber and the North Front Range Chamber both support the bill. The Fiscal Note reports that's during the period 2011-2019, the personal income measure would be lower than the inflation + population measure three times. It also estimates the bill would reduce TABOR refund obligations for FY17-8 and FY18-19. This in turn would increase General Fund transfers to the Highway Users Tax Fund (HUTF) and the Capital Construction Fund (CCF) by \$116.4 million and \$58.2 million, respectively, for FY 2018-19. Staff also believes the bill could have the effect of reducing pressures to balance the budget by cutting state programs, such as State Funding for Senior</p>	<p>DRCOG supports increased funding for programs providing services to older adults, persons with disabilities, and their caregivers, especially services that support individuals continuing to live independently in their homes and communities. DRCOG supports increased funding for transportation to preserve the system, address congestion and safety, and provide multi-modal options for people of all ages, incomes and abilities.</p>

ATTACH I

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Director, Transportation Planning & Operations
(303) 480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 19, 2017	Action	15

SUBJECT

This item concerns adoption of positions on state legislative bills as presented by staff.

PROPOSED ACTION/RECOMMENDATIONS

Motions to adopt positions on bills presented.

ACTION BY OTHERS

N/A

SUMMARY

The attachment summarizes the bills introduced since the March Board meeting relative to the Board adopted Policy Statement on State Legislative Issues.

The bills are presented with staff comments and staff recommended positions.

Any bills of interest introduced after April 12 will be emailed to Board members by the Monday before the meeting with staff recommendations for review at the meeting (per current Board policy).

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

New Bills—2017 Session

ADDITIONAL INFORMATION

Should you have any questions regarding the bills, please contact Douglas W. Rex, Director, Transportation Planning & Operations, at 303-480-6747 or drex@drcog.org; or Rich Mauro, Senior Policy & Legislative Analyst, at 303-480-6778 or rmauro@drcog.org.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	FN	Staff Comments	Legislative Policy
HOUSING BILLS							
HB 1279	<p>Construction Defect Actions Notice Vote Approval - The bill requires that, before the executive board of a unit owners' association (HOA) in a common interest community brings suit against a developer or builder on behalf of unit owners, the board must:</p> <ul style="list-style-type: none"> •Notify all unit owners and the developer or builder against whom the lawsuit is being considered; •Call a meeting at which the executive board and the developer or builder will have an opportunity to present relevant facts and arguments; and •Obtain the approval of a majority of the unit owners after giving them detailed disclosures about the lawsuit and its potential costs and benefits. 	Garnett & Saine/ Guzman & Tate	House State Affairs	Board Direction Requested	FN	Another construction litigation bill, this one also addresses an important issue but does not address construction litigation in a comprehensive manner.	DRCOG supports an adequate supply and mix of housing options, including actions to provide more accessible and obtainable housing options for older adults.
SB 245	<p>Tenancies One Month To One Year Notice - Currently, a tenancy of one month or more but less than 6 months may be terminated by either party with 7 days' notice. The bill extends the notice to 21 days. The bill also requires 21 days' notice for a landlord to increase rent in tenancies of one month or longer but less than six months.</p>	Priola/ Pabon	House Local Government	Support	FN	This is a version of a bill DRCOG supported and testified in favor of last session. That bill, which increased the notice to 28 days failed in Senate State Affairs committee.	DRCOG supports an adequate supply and mix of housing options, including actions to provide more accessible and obtainable housing options for older adults.

DENVER REGIONAL COUNCIL OF GOVERNMENTS

NEW BILLS--2017 SESSION

As of 4-11-17

Bill No.	Short Title/Bill Summary	Sponsors	Status	Recommended Position	FN	Staff Comments	Legislative Policy
OTHER BILLS							
SB 267	Sustainability Of Rural Colorado - The bill recreates the Hospital Provider Fee as an enterprise; lowers the Referendum C/TABOR spending cap; eliminates annual statutory transfers of General Fund revenue to the Highway Users Tax Fund; makes statutory General Fund transfers to the state Public School Fund for use for rural schools; requires executive branch departments to submit 2018-19 budget requests to OSPB that are at least 2% lower than their 2017-18 budgets (OSPB must strongly consider the budget reduction proposals); and authorizes the state to execute lease-purchase agreements for eligible state facilities to generate up to \$1.35 billion of net proceeds, with maximum annual lease payments of \$100 million for up to 20 years.	Guzman & Sonnenberg/ J. Becker & KC Becker	Senate Finance & Senate Appropriations	Board Direction Requested	FN	DRCOG has had an interest in the hospital provider fee issue before. Bills to convert the fee to an enterprise have been introduced in previous sessions and there is SB 057 from this year. SB 267 likely will look much different at the end than as introduced.	No specific Board policy on the Hospital Provider Fee issue but there are Board policies in support of increased funding for transportation and aging services.

ATTACH J

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Director, Transportation Planning & Operations
303-480-6747 or drex@drcoq.org

Meeting Date	Agenda Category	Agenda Item #
April 19, 2017	Informational Briefing	16

SUBJECT

Way to Go is a DRCOG program and regional partnership focused on reducing traffic congestion and improving air quality.

PROPOSED ACTION/RECOMMENDATIONS

This item is for information only

ACTION BY OTHERS

N/A

SUMMARY

Steve Erickson, Communications and Marketing Division Director, will provide an overview of the partnership, outline program focus areas and approach, and provide highlights of campaigns and initiatives. Along with results, he'll share priorities and plans for 2017.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENT

Staff presentation

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Director, Transportation Planning & Operations, at 303-480-6747 or drex@drcoq.org; Steve Erickson, Communications and Marketing Director at 303-480-6716 or serickson@drcoq.org.



The slide features a blue vertical banner on the left with the DRCOG logo and a stylized mountain graphic. The main title 'Way to Go Overview and Update' is in large black font, with the subtitle 'Partnership on the move' in italics. The presenter's name 'Steve Erickson' and the date 'April 19, 2017' are listed at the bottom of the banner.

drco
DENVER REGIONAL COUNCIL OF GOVERNMENTS

Way to Go Overview and Update

Partnership on the move

Presented by:
Steve Erickson

April 19, 2017



A blue horizontal bar with a white triangle icon on the left and the word 'Agenda' in white text.

Agenda

- Overview
- How we work across the region
- Campaigns and outreach
- Results and regional trends
- Looking ahead: challenges and opportunities





Way to Go: A DRCOG partnership

- Way to Go is a partnership between the **Denver Regional Council of Governments** and seven local **transportation management associations**.
- Funded using federal **Congestion Mitigation Air Quality** dollars
- Goals: **Reduce traffic congestion** and **improve air quality**
 - Reduce single-occupant vehicle (SOV) trips from 75 percent to 65 percent by 2040
 - Reduce vehicle miles traveled (VMT) per capita by 10 percent by 2040



Partners throughout the region

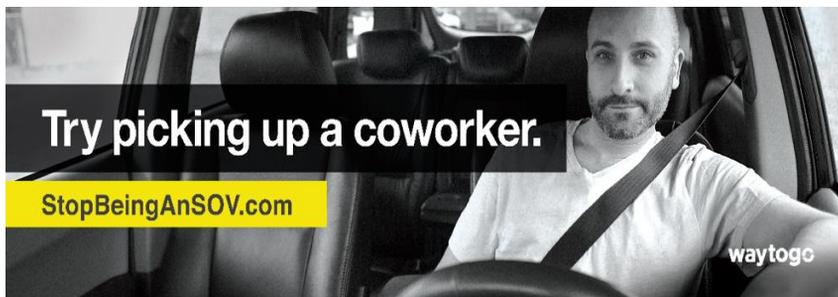




Transportation demand management (TDM)



Keeping it simple: People drive alone less



 We promote commute choice

Carpooling



waytogo
Program of DRCOG

This image shows four people (two men and two women) smiling and sitting in a car, illustrating the concept of carpooling. The scene is set from the driver's perspective, looking towards the passengers. The car's interior, including seats and windows, is visible. The 'waytogo' logo is positioned in the bottom right corner.

 We promote commute choice

Vanpool



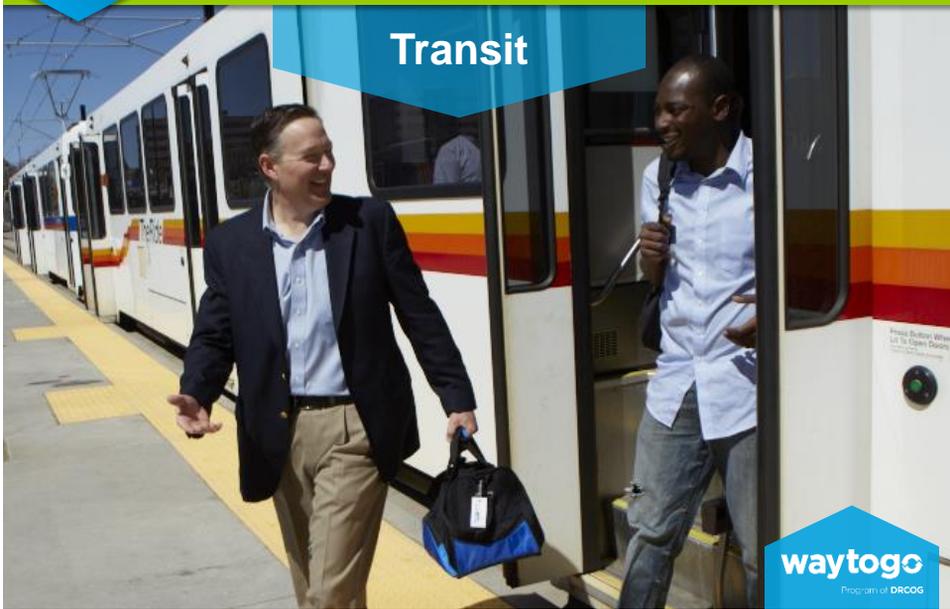
waytogo
Program of DRCOG

This image shows a white van parked in a lot. Four people (two men and two women) are standing around the van, smiling. The van has a large green recycling symbol and the 'waytogo' logo on its side. The background shows a brick building with large windows. The 'waytogo' logo is also present in the bottom right corner.



We promote commute choice

Transit



waytogo
Program of DRCOG



We promote commute choice

Biking



waytogo
Program of DRCOG



We promote commute choice



Walking

waytogo
Program of DRCOG



We promote commute choice



Teleworking

waytogo
Program of DRCOG



We promote commute choice

SchoolPool



Educate, encourage and create change

Advertising campaigns

Employer outreach

Community outreach

Events and outreach campaigns

- Bike to Work Day
- Way to Go-Tober

Trip planning and tracking platform: MyWaytoGo

Guaranteed Ride Home program

Integration of Way to Go with regional projects and partner initiatives





Bike to Work Day



- Annual event, **second largest** nationwide
- Introduce people to cycling in a **supportive, fun** atmosphere
- **37 percent** of riders last year (12,000) **first-time bike commuters**



Beyond the day



- Winter Bike to Work Day
- Bike Month, Bike to Work Wednesdays
- **Year-round** promotion of biking
- **Fastest-growing** mode in our region

**COLORADO
BIKE MONTH**





Way to Go-Tober – employer campaign

42
COMPANIES

were challenged to try new and smarter ways to commute for the entire month of October— **bike, walk, rail, bus, carpool, vanpool, GO!**



399,712 SMART
COMMUTE
MILES
TRAVELED
That's comparable to traveling from
Los Angeles **143x** New York City

41,204 SMART
COMMUTES
LOGGED

2,985,928
CALORIES BURNED
That is equivalent to 2,739 Wendy's
Dave's Triple™ burgers

112.9 TONS
OF CO₂ SAVED
To remove that much carbon naturally would require
3,090 TREES

waytogo
Program of DRCOG



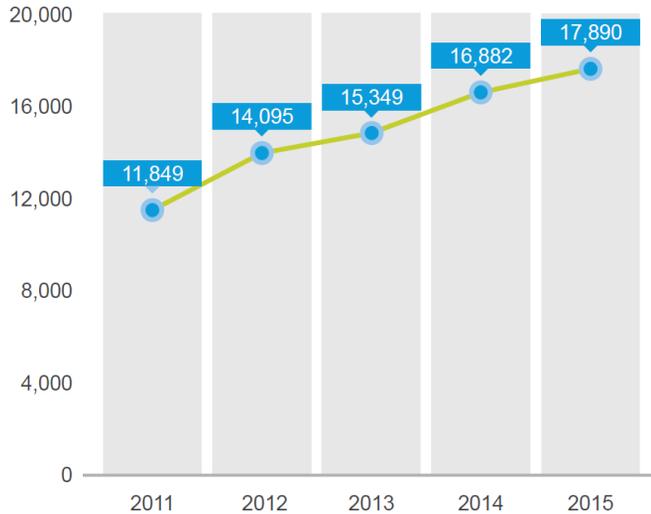
SchoolPool

- **Model** for similar programs nationwide – more than 18,000 families currently enrolled
- Primarily **non-traditional schools** without yellow bus service
- Uses our innovative **MyWaytoGo** platform
- Nearly **40 percent** of enrollees find carpool matches
- Families can find **walking and biking buddies**

waytogo
Program of DRCOG



Families enrolled in SchoolPool



Program results: The right direction

- Way to Go **program results improve** each year
 - new VMT reductions improved
- Encouraging data on **mode share** from the American Community Survey
 - Biking fastest growing mode-share
- Colorado telework penetration **highest in nation**
 - **Denver matches state average of 7 percent**
 - **Boulder at 10 percent**





Regional Trends

- Congestion report: VMT per capita had been declining until 2014, then . . .
- VMT per capita flattened and **actually increased** the last two years, due to:
 - Inexpensive gasoline
 - Healthy economy – more trips, personal and freight
 - Population and employment growth across region



Our focus in 2017

- Enhancements to our **multi-modal trip planning** platform
- Exploring integration with **other applications**
- Outlining how we leverage **shared-use mobility partnerships**
- **Ride-hailing:** Uber, Lyft, Hovit
- **Carshare**
- **Active transportation plan**





Our focus in 2017 (continued)

- **TDM Summit**
- Establishing regionwide standardized **performance measures**, monitoring and reporting progress toward objectives
- **Expanding our reach:** Recent meeting with the Federal Highway Administration convened TDM providers and jurisdictions to discuss **collaboration and partnerships**
- **Improving Results**

waytogo
Program of DRCOG



We promote commute choice

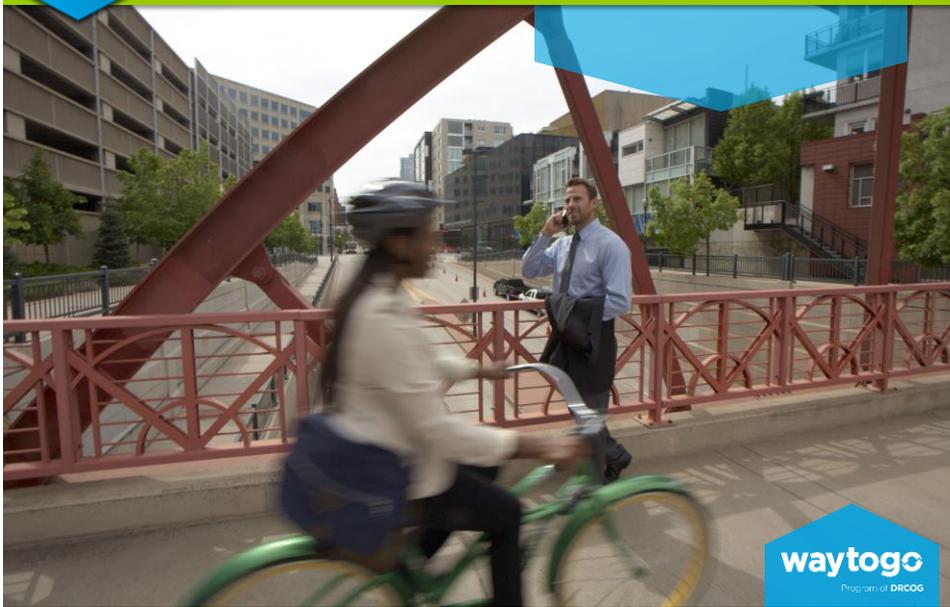
Way to Go



waytogo
Program of DRCOG



We could use your help



waytogo
Program of **drcog**

THANK YOU!

serickson@drcog.org

ATTACH K

To: Chair and Members of the Board of Directors

From: Douglas W. Rex, Acting Executive Director
303-480-6747 or drex@drcog.org

Meeting Date	Agenda Category	Agenda Item #
April 19, 2017	Informational Briefing	17

SUBJECT

This item provides an overview of the strategic planning framework, the Metro Vision scorecard (still under construction) and Collective Impact.

PROPOSED ACTION/RECOMMENDATIONS

N/A

ACTION BY OTHERS

N/A

SUMMARY

Staff began designing the Metro Vision scorecard in our strategy software application, Scoreboard, following Board approval of the Metro Vision regional plan document. The information in this presentation will provide a 'sneak preview' of the Metro Vision scorecard, an overview of collective impact and a brief discussion about how we can best collect the information needed to report to the Board on progress toward Metro Vision objectives and outcomes.

PREVIOUS DISCUSSIONS/ACTIONS

N/A

PROPOSED MOTION

N/A

ATTACHMENTS

1. Staff Presentation
2. Collective Impact summary

ADDITIONAL INFORMATION

If you need additional information, please contact Douglas W. Rex, Acting Executive Director, at 303-480-6747 or drex@drcog.org; Jerry Stigall, Director of Organizational Development, at 303-480-6780 or jstigall@drcog.org.



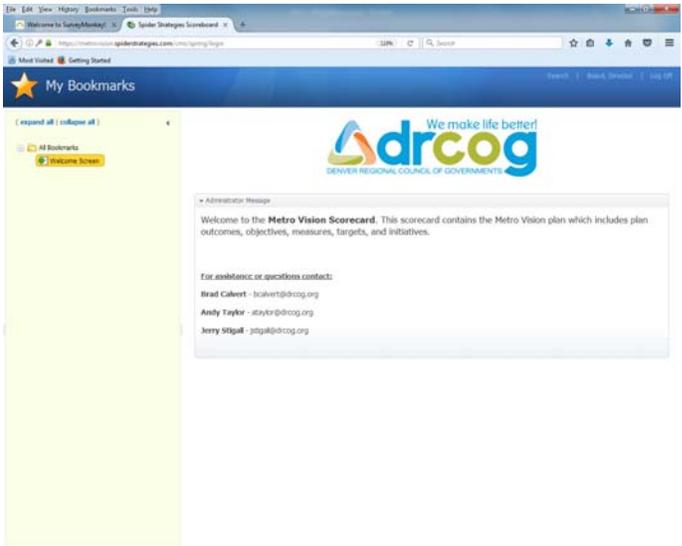
 **Metro Vision Scorecard**

Introduction to Scoreboard™

Scoreboard is web-based software for strategy development that allows you to track key performance indicators and measures in your strategic plan.



 **Welcome Screen**



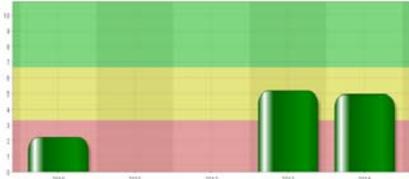
The screenshot shows a web browser window with the URL <https://scoreboard.adrcog.org/#!/login>. The page features a "My Bookmarks" sidebar on the left with a bookmark for "Welcome Screen". The main content area displays the Adrcog logo with the tagline "We make life better!" and the text "DENVER REGIONAL COUNCIL OF GOVERNMENTS". Below the logo is an "Administrator Message" box that reads: "Welcome to the Metro Vision Scorecard. This scorecard contains the Metro Vision plan which includes plan outcomes, objectives, measures, targets, and initiatives." It also lists contact information: "For assistance or specific contact: Brad Calvert - bcalvert@drco.org, Andy Taylor - ataylor@drco.org, Jerry Stipall - jstipall@drco.org".



Common Graphics Used 3-color/traffic light scoring



Speedometer



Bar Chart



**Line Graph w/
trend line**



Sample Dashboard

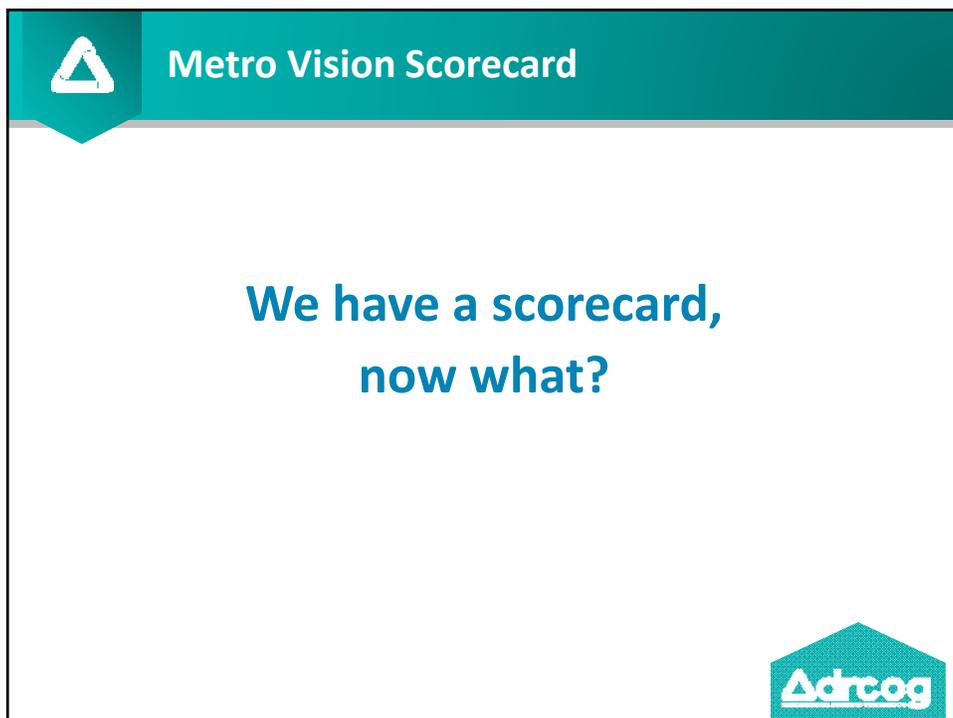


Sample Measure
Executive Office
Scorecard
Actual Value: 31
Score: 5.17
Red Flag: 20
Goal: 40



Series Color	Scorecard Object	Organization	Series	December 2015	June 2016	December 2016	January 1 - June 30 2017
	Sample Measure	Executive Office Scorecard	Actual Value		28	25	31







Performance Measure definition*

A performance measure is a comparison that provides objective evidence of the degree to which a performance result is occurring over time.

Stacey Barr, *Practical Performance Measurement*



Collective Impact

Common Agenda: Participants must have a shared vision for change or a common agenda that includes a mutual understanding of the problem as well as a shared approach to solving it.

Metro Vision Regional Plan

Shared Measurement System: In order to bring consistency, clarity, and legitimacy to the endeavor, it is necessary to form a shared measurement system for data collection.

Metro Vision Plan Measures*

Mutually Reinforcing Activities: Collective Impact suggests that participating organizational initiatives and activities support the long-term strategy.

Regional and local initiatives

Continuous Communication: Participants need to be in constant communication to use Collective Impact effectively, and it may take months to build the trust required to efficiently work together. **Board/Committee meetings, Metro Vision Scorecard Reports**

Backbone Support Organization: A backbone organization is needed that can plan, manage, facilitate, organize, coordinate, communicate, provide technology and communications support, data collection and reporting, handle administrative and logistical issues, and provide adaptive leadership.

DRCOG





Questions/Comments?



Collective Impact Summary

At its core, Collective Impact is the collaboration of members from different institutions working together to promote a common agenda to help solve an adaptive social problem. For example, in order to improve student achievement in public schools with the collective impact model, it would be necessary for community leaders, parents, school district representatives, university presidents, directors of education-focused non- profits, and others to come together to form a collective plan in order to help make a bigger impact in addressing the issue.

Collective Impact is a strategy for solving large-scale community problems and there are five main conditions necessary for success:

Common Agenda: Participants must have a shared vision for change or a common agenda that includes a mutual understanding of the problem as well as a shared approach to solving it.

Shared Measurement System: In order to bring consistency, clarity, and legitimacy to the endeavor, it is necessary to form a shared measurement system for data collection.

Mutually Reinforcing Activities: Mutually Reinforcing Activities: Collective Impact suggests that participating organizational initiatives and activities support the long-term strategy.

Continuous Communication: Participants need to be in constant communication to use Collective Impact effectively, and it may take months to build the trust required to efficiently work together.

Backbone Support Organization: A backbone organization is needed that can plan, manage, facilitate, organize, coordinate, communicate, provide technology and communications support, data collection and reporting, handle administrative and logistical issues, and provide adaptive leadership such as framing the issue in a way that presents opportunities and difficulties.

ATTACH L

\$250 million mixed-use project planned in Denver's Cole neighborhood

Apr 3, 2017, 10:57am MDT Updated Apr 3, 2017, 11:59am MDT

Molly Armbrister

Reporter, *Denver Business Journal*

Two Denver entities are planning a \$250 million mixed-use development on a piece of land near the 38th and Blake station along RTD's A Line in the Cole neighborhood.

The Denver Rock Drill project will include 700,000 square feet of office, retail, residential and hotel uses and will be developed by a partnership consisting of Saunders Development and landowners Byron, Andy and Brett Weiss. The land is located on 39th Avenue between Franklin and High streets.

Byron Weiss purchased the land in 1992 and currently has his company, Porta Power, located there. Byron decided last year to partner with his sons to develop the property as activity in the area picks up.

"I knew early on there was going to be light rail coming into the area, which at the time was a Denver Regional Council of Governments program, and I knew the neighborhood would eventually undergo major changes, although I don't think I anticipated the pace of change would be so fast," said Byron Weiss. "I knew this property had enormous potential, both from a local perspective and from a cultural perspective, with its deep Denver history."

In addition to proximity to the first stop on the A Line after Union Station, the Cole neighborhood is adjacent to RiNo, which is among the most popular neighborhoods in Denver right now and is thick with construction.

The site's roots go back to 1910 when it was the home of Denver Rock Drill Manufacturing Co., which manufacturing pneumatic rock drills known as "Waugh" drills.

Denver Rock Drill will include 150,000 square feet of adaptive reuse of historic buildings that will become office space, and 550,000 square feet of new build. Within the new construction, 150,000 square feet will be office space, for a total of 300,000 square feet of office space in the full development, and 65,000 square feet will be retail. Plans also call for 180 for-rent residential units and a 175-key hotel by Sage Hospitality.

Tryba Architects designed the project, and commercial real estate firms Shames Makovsky and Cushman & Wakefield have been secured to begin pre-leasing the retail and office space, respectively.

"There is no other place in Denver with such untouched industrial history and the ability to completely customize and repurpose three full city blocks," said Dorit Fischer, broker for Shames Makovsky. "We think there are numerous food and beverage operators and cutting-edge companies that will want to be part of this unique site."

Plans for the project were submitted to the city of Denver in December and the developers expect to break ground on the first phase in the first quarter of 2018. The first phase will include work on the existing buildings and the hotel.

The project is expected to leverage both the history of the site and the adaptive reuse trend that is sweeping metro Denver.

“There is a trend in some of the up and coming neighborhoods to build new but try to make it look historic,” said Trae Rigby, Vice President of Development for Saunders Construction. “Denver Rock Drill actually is historic, having fostered a Western spirit of openness and entrepreneurial innovation for more than 100 years. This will be a singularly unique project in the Denver landscape.”

Denver Regional Council of Governments

BEST VIEW OF DENVER BY THE NUMBERS

By Westword, Best of Denver

DRCOG's Denver Regional Visual Resources Project, accessible from its website, is more than just another grab bag of obscure statistics and fun facts. It's an online repository of interactive data and infographics that locals can use to look at land-use trends and glean the demographic details of their own neighborhoods; you can even see what rush hour will look like in 2040. Denver is changing rapidly, and this is one of the best tools available for trying to keep up with what's happening down the block or on a regional level.

drcog.org/services-and-resources/denver-regional-visual-resources

Traffic drives complaints, quest for solutions

A look at roadway patterns and what the county is doing to help

Posted Wednesday, March 22, 2017 9:16 am

This is the first in a three-part series that explores how increasing traffic is affecting the Highlands Ranch community. The series starts today with a look at why traffic has grown and where major congestion occurs. The second installment, on March 30, addresses the rising number of traffic accidents, and the last part, which will run on April 6, looks at worsening congestion in school zones.

BY THE NUMBERS

- 36,000 vehicles per day in 2008 on South University Boulevard near Venneford Ranch Road
- 40,000-45,000 vehicles per day in 2015 on the stretch of University Boulevard that becomes Lincoln Avenue and intersects with South Quebec Street
- 285,465 people in Douglas County in 2010
- 322,387 people in Douglas County in 2015

Sources: Douglas County, U.S. Census Bureau

HIGH-TRAFFIC AREAS

Statistics for the number of cars on the roads in Highlands Ranch don't exist for all roadways and intersections. The county uses two tools to measure traffic, an average daily traffic count for the number of cars between intersections and a movement count for the number of cars turning at intersections. Those counts show that the following intersections have the most cars:

- Highlands Ranch Parkway and Lucent Boulevard
- Highlands Ranch Parkway and South Broadway
- Highlands Ranch Parkway and South University Boulevard
- South Quebec Street and South University Boulevard
- South University Boulevard and East Lincoln Avenue

Source: Douglas County

A CAR CULTURE

To add to the traffic, Highlands Ranch has a car culture — most families own and drive their cars, rarely using public transportation.

That could change if funding becomes available for the Southwest Extension, 2 1/2 miles of light rail that would run from Mineral Station in Littleton into Highlands Ranch. The end-of-the-line stop would sit south of Children's Hospital South Campus and west of Lucent Boulevard.

There is currently no timeline for the project, which would cost approximately \$145 million to complete.

Jackie Bradley moved to Highlands Ranch 25 years ago when there was little development south of Highlands Ranch Parkway and University Boulevard and County Line Road were two-lane streets.

"I've seen a lot of changes," said Bradley, whose home backs up to Highlands Ranch High School near University Boulevard. "The biggest is that it can be gridlocked through here from 4 to 6 in the afternoon."

Highlands Ranch, a master-planned community that broke ground in 1980, has nearly reached build-out of roughly 100,000 residents. The population growth and commercial development of remaining open spaces have also spurred a significant increase in traffic.

"Traffic is the number one complaint in every community in the Front Range," said Duane Cleere, Douglas County's traffic operations manager. "And Highlands Ranch is no exception."

The surge in traffic congestion, influenced by an influx of people to the Denver metro area, is one of the state's most critical issues, and lawmakers are seeking solutions. Recently introduced by the Democratic speaker of the House and the Republican Senate president, House Bill 1242 would seek voter approval to raise the state's sales tax by 0.62 percent to help pay for transportation infrastructure.

The need for transportation funding reflects the growth in population. The Denver metro area — which encompasses Arapahoe, Adams, Jefferson, Denver, Broomfield and Douglas counties — was home to about 2.7 million people in 2015, an increase of roughly 250,000 residents since 2010, according to the Colorado Department of Local Affairs State Demography Office.

Douglas County alone grew from 285,465 people in 2010 to 322,387 residents in 2015, according to the U.S. Census Bureau.

Concern about traffic congestion is apparent in a community survey conducted by the county. In 2010, 37 percent of respondents disagreed with the statement that traffic congestion across the county was improving. That number reached 48 percent in a 2014 survey. The county is conducting a new survey this year.

Douglas County Commissioner Roger Partridge said improving the traffic situation is a priority for the board.

"Among our board's shared, core priorities — and one of our most significant annual budget commitments — is to develop and maintain a safe, accessible transportation network not only in unincorporated Douglas County, but also working in cooperation with and through our city, town, state and federal partners."

Bumper-to-bumper and stop-and-go traffic are commonplace throughout the metro area — on Interstate 25, C-470 and high-capacity urban roads such as University Boulevard — during rush hour.

The blockage has spilled over into the suburbs, including Highlands Ranch, residents and county officials agree, creating increasing gridlock on main arteries, but also triggering a rise in automobile accidents and worsening congestion in school zones.

A changing roadscape

Longtime residents recall life in Highlands Ranch in its early years when traffic was nonexistent.

"When I moved here, there were no traffic lights and I had to go to County Line and Holly to food shop and get gas," said Marje Marvex, who moved to the community in 1991. "I'd say it has changed immensely."

Marilyn Bayless, who moved to Weatherstone — a neighborhood south of Wildcat Reserve Parkway — in 1999, remembers she couldn't get pizza delivered to her home because restaurants said "it was too far."

Now, more than 15 years later, Highlands Ranch is bustling with cars during peak travel times.

High-traffic areas in Highlands Ranch predominantly occur at major crossroads along Highlands Ranch Parkway, University Boulevard and Lincoln Avenue.

Statistics for the number of cars on the road don't exist for all roadways and intersections. The county uses two tools to measure traffic, an average daily traffic count for the number of cars between intersections and a movement count for the number of cars turning at intersections. Those counts, which show a snapshot of traffic in Highlands Ranch, are only done for specific hours of a day, Cleere said.

A traffic count in 2008 showed the number of vehicles per day on South University Boulevard near East Crosspoint Drive — south of Highlands Ranch High School — was 38,000. That number jumped to 43,000 in 2015.

And in 2015, 40,000 to 45,000 vehicles a day traveled the stretch of University Boulevard that becomes Lincoln Avenue and intersects with South Quebec Street.

Sgt. Chris Washburn, of the Douglas County Sheriff's Office, attributes traffic congestion to a number of reasons, such as cheaper gas, a better economy, more people driving more miles and the rise in population.

"Traffic is certainly an issue anywhere you drive," Washburn said. "We look at it from as many different angles as we can to try to keep the areas as safe and traffic-free as they can be."

But traffic in Highlands Ranch is greater than in Douglas County's other cities and towns because it is the most populated region, Cleere said.

Highlands Ranch, which is an unincorporated community, spreads over 24 square miles and is home to an estimated 95,830 people. The county's largest municipality, Castle Rock, which encompasses about 35 square miles, has an estimated 62,400 people, according to county records. Parker, the third largest, is 20.5 square miles and has 52,410 people.

Highlands Ranch was designed to accommodate its build-out population by having wide arterial streets, such as Lucent Boulevard, and collector streets, such as Venneford Ranch Road, that are cushioned by sidewalks. Homes do not face the arterial and collector streets, a design that creates less access points for cars to drive in and out of, resulting in less delay, according to the county. The community also has meandering roads, compared to a grid system used in more urban areas such as downtown Denver.

Traffic is worse now, Cleere said, because of construction, including pavement work and the widening of C-470, a major project that began in late 2016 and will add toll lanes along the highway. It is projected to be completed in 2019.

Working to ease congestion

County traffic experts are working on ways to help alleviate the congestion.

Douglas County — along with the city of Lone Tree and the Denver Regional Council of Governments — is taking steps to ease traffic through a Signal Timing Project that will re-time several traffic corridors in northern Douglas County. The traffic light times will be adjusted to minimize stops and delays for drivers. Similar projects were implemented in Highlands Ranch in 2015 — on Highlands Ranch Parkway, South Broadway and University Boulevard — that DRCOG says resulted in less travel time, fuel consumption and emissions.

Cleere noted that several factors can affect the progression on a roadway, including signal spacing and the number of pedestrians using a crossing signal.

“We try to plan for a lot of that. There is coordination, but it's also random,” Cleere said. “We are trying to get people from point A to B in a safe and efficient manner.”

County traffic experts are reviewing and modeling existing data and expect the project to be implemented in late March. Five areas across Centennial, Parker, Lone Tree and Highlands Ranch will be affected, including portions of Quebec Street, Lincoln Avenue, Yosemite, County Line Road and South Peoria in Centennial. One area in Highlands Ranch in which traffic signals will be better coordinated for drivers is the stretch of University Boulevard that becomes Lincoln Avenue.

“As soon as we implement it, people should see a difference,” Cleere said.

The county is also working with the Colorado Department of Transportation to upload 15-minute snapshots of major intersections in northern Douglas County on CDOT's webpage, cotrip.org.

“COtrip is a transportation planning tool,” Cleere said. “People can navigate their lives on the road, see

what is going at 3:30 p.m.”

Bradley, the resident that lives across from Highlands Ranch High School, has witnessed how quickly the community has grown, bringing with it more residents and traffic.

But she has also seen how the atmosphere on the road has changed.

“The biggest thing I see is that people aren’t paying attention,” Bradley said. “They are just in their own worlds.”

Jim Martin: Time to break the construction defects stalemate

By Jim Martin

POSTED: 03/22/2017 07:25:25 PM MDT

Perhaps there's hope for finally settling the seemingly endless battle to create a Colorado construction defects law that would work for all the stakeholders.

This can't happen quickly enough. The state Legislature's long failure to pass such a bill has so frustrated Colorado cities and municipalities, about a dozen of them have passed customized versions of a construction defects law.

The urgency to move on this issue is obvious: While Colorado's population continues to climb, the amount of entry-level housing isn't meeting demand. Statewide construction of condominiums accounted for 2 percent of all new construction in 2015; it was 8 percent in 2003. This has resulted in a drastic shortage of condominiums, making it particularly difficult for first-time homeowners.

This longstanding contretemps includes developers and Republicans on one side, and homeowners and Democrats on the other. Then there are the trial attorneys, lurking around to hunt for defects and to stoke homeowners' discontent. Yes, there *are* developers that do shoddy construction and there *are* lawyers that search for tiny defects to exploit.

The Denver Regional Council of Governments produced a diversity study in October 2013 that identified the major factors that affected the housing market in the greater Denver area. DRCOG concluded that the most significant factor was the cost of construction defects litigation.

DRCOG also said most developers believe that the probability of being sued for construction defects in Colorado is nearly 100 percent for projects involving a homeowners association of attached multifamily units.

This year, it appears that all five of the proposed construction defects laws will be buried under concrete, for a variety of reasons. So I applaud the bold action taken by House Assistant Majority Leader Alec Garnett, D-Denver, and Minority Whip Lori Saine, R-Dacono. (Their Senate counterparts in this bipartisan effort are Minority Leader Lucia Guzman, D-Denver, and state Sen. Jack Tate, R-Centennial.)

They are determined to solve this issue, despite the bad treatment afforded other proposals this session. So on March 17, they introduced House Bill 1279, designed to cut through the construction defects mess and create a permanent solution. HB 1279 requires that the majority of a HOA's members must approve initiating a legal complaint. The current law allows a HOA board to do so on its own.

The bill further mandates certain disclosures to homeowners detailing the expected cost and time of pursuing a complaint, and that it may be harder for them to sell their unit during a lawsuit. While the bill doesn't mention mandatory arbitration, that issue probably will be solved through the courts in the current case of Vallejo v. Metropolitan Homes et al.

You can see why people took matters into their own hands. Colorado cities or municipalities have enacted their own new construction defects laws — which have been met by the sound of crickets. Local ordinances are not the way to go. For example, Lakewood implemented its own construction defects

law in October 2014, but has received *no* applications for condo projects. The Fort Collins City Council passed its own version two years ago, but there's been little progress for condo construction.

These city ordinances just aren't working. That's because they risk being struck down by the doctrine of preemption. Thus this really needs to be settled at the state level. Insurers are not going to give blanket policies to builder-developers and discount them based on building in a particular town. Instead, insurance companies decide based on types of construction and volumes, and in what state the building activity takes place.

The issue of shoddy construction is a gray area. And it's made more complex because construction standards for multifamily units seem to change every year. It's further clouded when you realize that consumer rights have to be matched up against the standard of care of the building at the time it was built.

For example, hot topics in recent years have been mold; expansive soils, which lead to cracks in concrete and foundations; synthetic stucco on the outside of homes, called drivet, which prompted lawsuits because it wasn't put on correctly; and drainage problems. I can remember when a splash block was required to keep water five feet away from a building. Now, your drainage must be able to withstand, in most cases, a 100-year flood.

Construction defects laws have been a wedge issue for many years at the state Legislature. Now is the time to send a clear message that Colorado is open for business for condo developers.

Helping A Hoarder With Order: Program In Denver Metro Area Can Help

This week, workers hired under a grant program funded by the Denver Regional Council of Governments (DRCOG) were in her home finishing a partial cleanup and moving her bed from the living room to an orderly basement bedroom. The bed had been moved to the living room when it was squeezed out of other rooms by boxes and boxes of things.

Standing in the basement room Nicholson said, "I am responsible for all that mess upstairs, it's just and I don't know how it all happened, that's what's interesting."

She is an admitted hoarder. Nicholson has been getting counseling and help through the Seniors Resource Center that administers the grants. Only recently has hoarding been classified as a mental illness.

Nicholson has made huge steps. There was a time when boxes were even stacked up out on her front porch, making the house look like a fortress. At that point, every room, including the living room was so full there wasn't room for the bed anywhere.

"I went and bought a little dog bed and I curled up on the dog bed in front of the TV set," she said.

"We're able to help her," said Albert McClure of contractor Clutter Trucker. "But that's really the inspiring thing about coming and working with Lin is that she's really trying very hard and that's what makes it great to work with people like that."

Hoarding is only beginning to be understood. We first met Lin and reported on her situation recently as the cleanup got going.

Loretta Trujillo of the Seniors Resource Center told us, "It's about the person who's living in there and I think that if society understands it's a human being in there a lot of times all they need is a little compassion and dignity and that's what we offer."

Trujillo said it's estimated that 2 to 5 percent of the population are hoarders, but she feels that number is low.

Hoarding happens behind closed doors. Few are like Lin and willing to allow people from the outside in their homes. Cases end up with code enforcement, animal control, police and other first responders, and the courts. With all of that, the cost to the community becomes great.

"I've reached a stage now where I guess I need help. Somebody coming in to help me," said Lin as she looked over her clean room. Workers also scoured the kitchen where she's been eating only microwaved food for well over a dozen years.

There's no stove, having been long ago removed, but there's now hope that maybe one day there will be one. Nicholson is aware that nine out of 10 times, hoarders return to hoarding. She wants change.

"My biggest fear is that I might die and they'd have to carry me out in a body bag and then somebody's going to have to clean up this stuff," she said.

Most of the house is still full. There's simply not enough funding to complete a full house cleanup.

“We come in and we think of things like the functionality of the client, like the bedroom, bathroom kitchen,” said Jenn Giordano of Clutter Trucker.

The workers are trained to deal with the hoarders. Giordano is working on a master’s degree in counseling. Albert McClure is studying to his PhD. Lin’s case is relatively easy.

“The people we work with, most of the time they don’t want to get rid of it, they’re very stubborn,” said McClure. “They’re not willing to help themselves. And that’s what’s most sad about working with the people.”

With help, Nicholson is trying to lead a new life.

“Even if I have order between this room and the bathroom, that’s progress. Even if the rest of the house isn’t right,” she said.

Families or hoarders who need help can contact Loretta Trujillo at the Seniors Resource Center at (303) 235-6942. Her grants are limited, but there may be some help available.